
III. PROJECT DESCRIPTION

A. INTRODUCTION

Boeing Realty Corporation (Boeing), the project Applicant, proposes PacifiCenter @ Long Beach (hereafter referred to as the PacifiCenter project or proposed project), which will result in the redevelopment of approximately 261 acres of former and existing Boeing C-1 aircraft production facilities located within the Cities of Long Beach and Lakewood.^{12, 13} Project implementation will provide for the replacement of over five million square feet of research and development (R&D), office, warehousing, manufacturing, and other aviation-related floor area previously occupied on the project site with new R&D, light industrial, office, retail, hotel, residential, aviation-related, and ancillary uses. In addition, warehouse uses may be developed as accessory uses to permitted uses within the commercial area of the site. The project will be designed as a master planned community integrating a variety of land uses. The project is anticipated to be fully developed by the year 2020.

B. PROJECT LOCATION

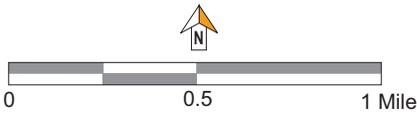
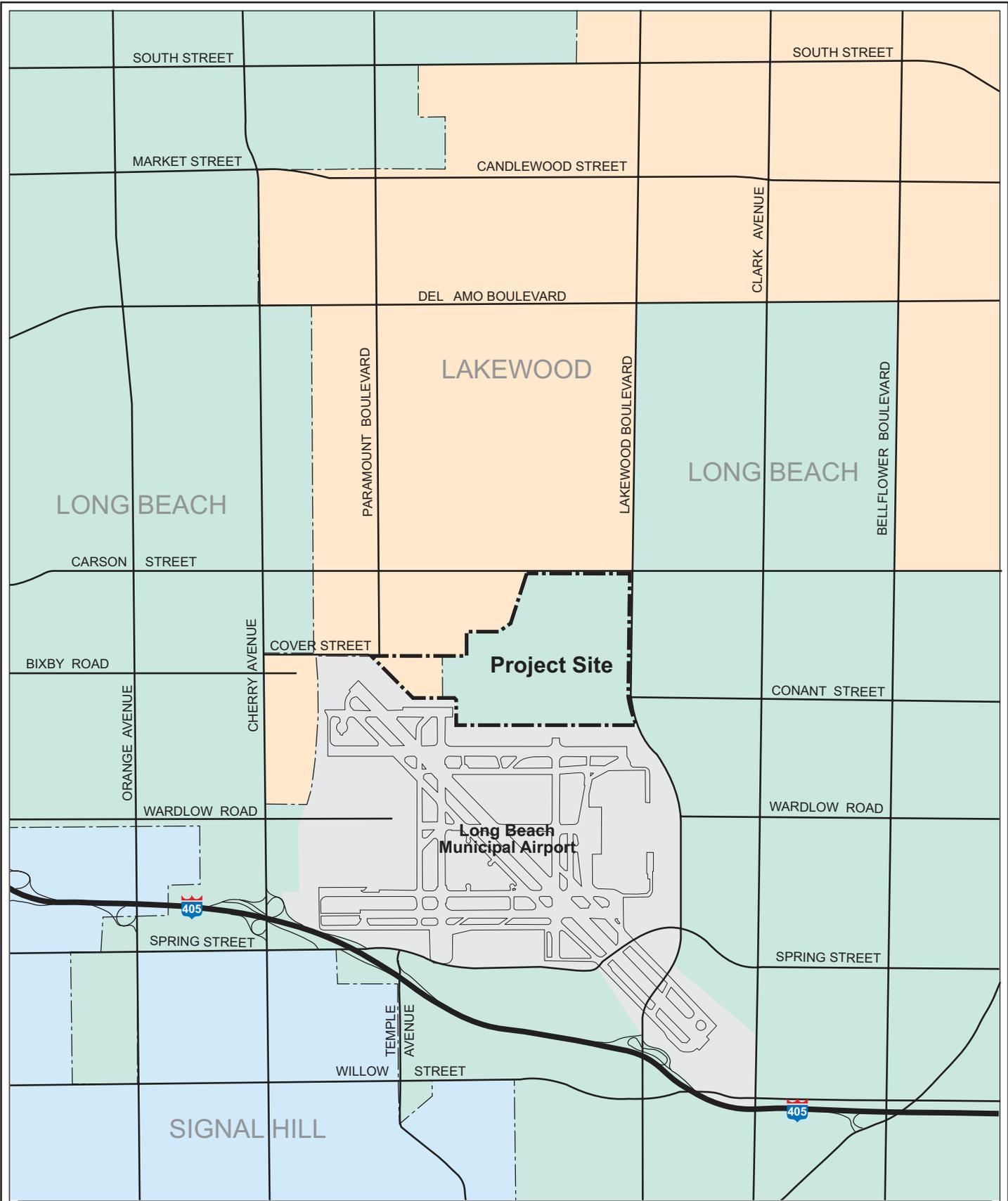
The project site is located approximately five miles northeast of downtown Long Beach and immediately north of the Long Beach Municipal Airport (Airport), as indicated in the Regional Location Map provided in Figure 1 on page 104 and the Project Vicinity Map provided in Figure 2 on page 105. A majority of the site (approximately 238 acres) is located within the City of Long Beach, while the remaining portion of the site (approximately 23 acres) is located within the City of Lakewood. In general, the project site is bounded by Carson Street on the north, the Airport on the south and southwest,

¹² *The project site is owned by McDonnell Douglas Corporation. McDonnell Douglas Corporation and Boeing Realty Corporation are each wholly owned subsidiaries of The Boeing Company. Boeing Realty Corporation has the responsibility for the management (including development) of the real estate assets of The Boeing Company and all its affiliates and subsidiaries, including McDonnell Douglas Corporation.*

¹³ *Refer to Section VIII.A, Report Preparation for the contact name and address of the project Applicant.*



Figure 1
Regional Location Map



Source: PCR Services Corporation, 2004

Figure 2
Project Vicinity Map

Lakewood Boulevard on the east, and the Airport and Lakewood Country Club Golf Course on the west.¹⁴

Surrounding land uses include two Boeing aircraft production facilities. The Boeing commercial 717 assembly plant and office center is located east of the project site along Lakewood Boulevard and the Boeing military C-17 facility is located southwest of the site and west of the Airport. The area immediately north of Carson Street is located within the City of Lakewood and generally includes single-family residences in an area referred to as the Lakewood Country Club Estates and the Lakewood Country Club Golf Course. The closest residences to the project site within this neighborhood are oriented such that the rear yards face Carson Street and are buffered from Carson Street by a block wall and mature trees and other landscaping. This residential neighborhood is generally zoned R-1-15000 (Single Family), while the Lakewood Country Club Golf Course is zoned O-S (Open Space). The Lakewood Country Club Golf Course also extends to the south of Carson Street and borders the project site to the west. Existing commercial development is located near the intersection of Lakewood Boulevard and Carson Street, as well as west of the Lakewood Country Club Golf Course. In addition, the Lakewood Village residential area within the City of Long Beach is located further to the northeast of the intersection of Carson Street and Lakewood Boulevard. Other land uses within the surrounding area include the Sky Links Golf Course to the southeast of the site and Long Beach City College to the north and east of the Boeing 717 facility, both of which are in the City of Long Beach.

In addition to Lakewood Boulevard, a designated regional corridor, and Carson Street, a major arterial, other major roadways in the area surrounding the project site include Spring Street to the south and Cherry Avenue to the west, both of which are classified as major arterials.¹⁵ The project site is also within close proximity to the San Diego Freeway (I-405), the Long Beach Freeway (I-710), the Artesia Freeway (SR-91), and the San Gabriel River Freeway (I-605).

¹⁴ *Although analyzed as part of the project, a small portion (less than one-half acre) of the PacifiCenter site on the southwest corner of the Lakewood Boulevard and Carson Street intersection is not owned by Boeing. This property was previously used as a service station and is now owned by the City of Long Beach. Disposition of this property to Boeing Realty Corporation or other development entity may be completed as part of the project. In addition, an approximately 0.8-acre piece of land in the northwestern portion of the site located within both the City of Long Beach and City of Lakewood that is owned by the Union Pacific Railroad will be incorporated into the project.*

¹⁵ *Transportation Element of the Long Beach General Plan, City of Long Beach Department of Planning and Building, December 1991.*

C. PROJECT BACKGROUND

Prior to 1941, the PacifiCenter site was an undeveloped area. During the same period of time, the adjacent Airport (then known as Daugherty Field), which began operations in 1923, included an unpaved open airfield with hangars located to the southwest of the project site. In order to meet the aircraft production requirements of World War II, the United States of America War Assets Administration purchased the project site and adjacent properties in 1941 and began to construct an aircraft production facility, known as the Long Beach C-1 facility, to be operated by the Douglas Aircraft Company.

During World War II, the Long Beach C-1 facility became Douglas Aircraft Company's largest production center. During the war years, the facility included approximately 1.4 million square feet of covered workspace, produced one plane per hour, and employed over 50,000 workers on the site located on the west side of Lakewood Boulevard.

During the years following the end of World War II, employment at the C-1 facility declined to approximately 1,000 employees. As a result, in 1947, the Douglas Aircraft Company began to acquire portions of the C-1 facility from the U.S. government. The acquisition of the entire C-1 facility was completed in 1961. In 1967, Douglas Aircraft Company merged with McDonnell Aircraft Company to form the McDonnell Douglas Corporation, which was subsequently acquired in 1997 by The Boeing Company. Between the 1960s and early 1990s, growth in commercial aviation reached a peak employment of approximately 33,000 employees. To date, the types of on-site operations associated with aircraft production have included office, research and development, manufacturing/processing, assembly/subassembly, material storage, testing/laboratories, and ancillary aviation-related services.

The Boeing facilities on the PacifiCenter site recently included a total of over five million square feet of permitted usable floor area.¹⁶ Of this floor area, approximately 537,000 square feet was occupied as of November 2002. The majority of the existing structures within the project site consist of large corrugated metal industrial buildings and airplane hangars. These low- to mid-rise industrial and R&D buildings are located throughout the project site and generally range between 30 to 90 feet in height and from 2,000 up to approximately 500,000 square feet in floor area. In addition, the site includes

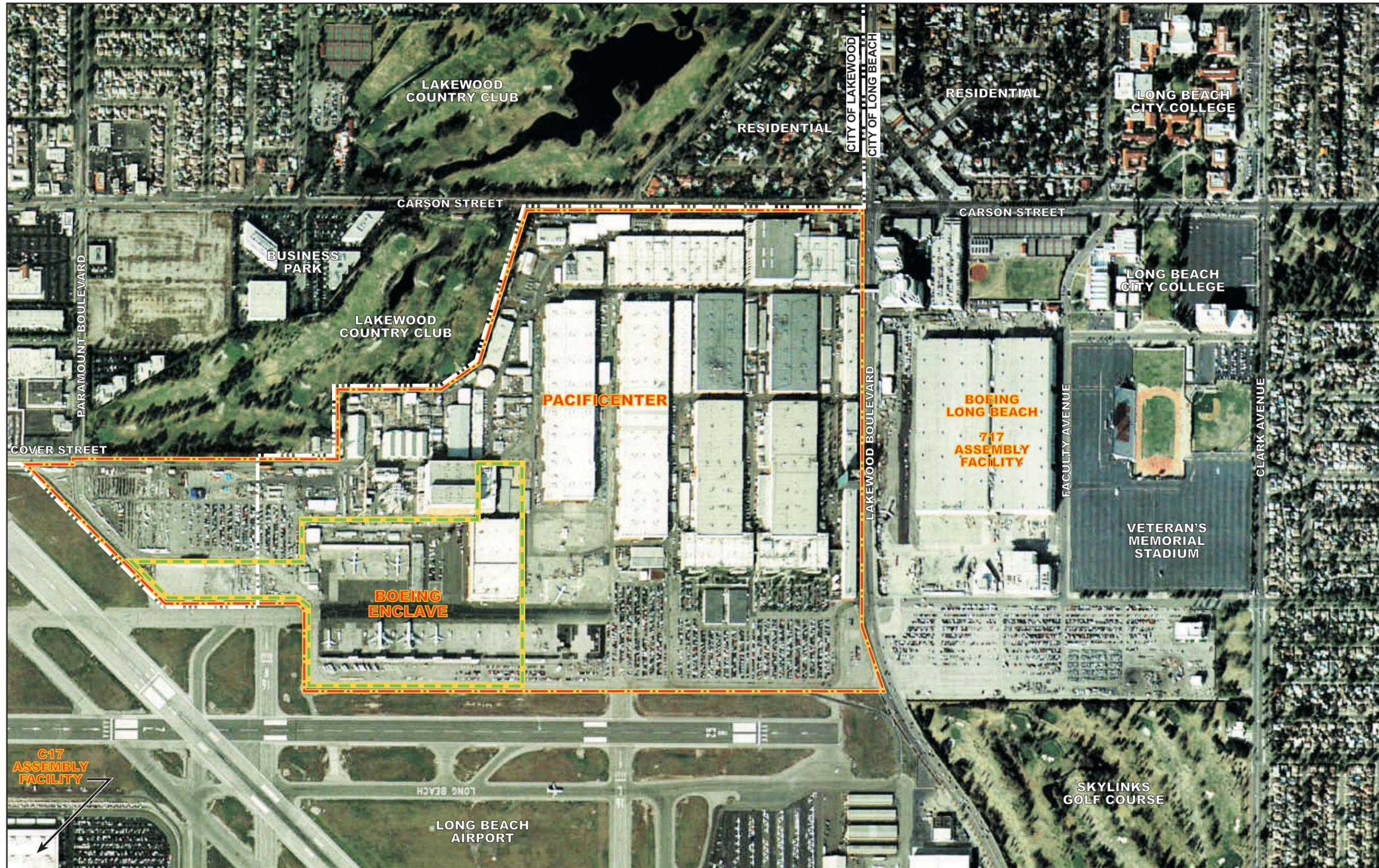
¹⁶ *This floor area excludes approximately one million square feet of floor area associated with trailers, modular buildings, and other miscellaneous structures historically present on the project site.*

a nine-story executive office building along Lakewood Boulevard. The remainder of the project site is paved with asphalt or concrete. An engine run-up/aircraft testing area is located adjacent to the Airport in the southwest corner of the site. Surface parking is concentrated within the southeast corner of the site, with primary vehicular access provided off Lakewood Boulevard at Conant Street, as indicated in the aerial photograph provided in Figure 3 on page 109. Secondary access and surface parking is provided on the west side of the site from Cover Street.

Currently, many of the aviation-related uses and activities on the project site have been discontinued. However, on-site floor area is being used for production associated with Boeing's C-17 and 717 aircraft, including final aircraft preparation; ground support; receiving and delivery operations; customer operations; aircraft testing; commercial flight and avionics testing and development; flight dispatch operations; fire department services; aircraft fueling; security operations; and maintenance operations for buildings and equipment. This floor area is located in an approximately 48-acre area, now known as the "Boeing Enclave" (to distinguish this operational area from the balance of the project site), which is located within the western portion of the site, as indicated in Figure 3 on page 109. Buildings within this area comprise approximately 380,000 square feet. In addition, approximately 11 acres located in the western portion of the project site within the City of Lakewood contain as an interim use a storage facility for RVs, boats, trailers, and shipping containers.

Within the next six months, Boeing is expected to relocate their transportation and salvage sales operations facilities, which are currently located on Cherry Avenue in the City of Lakewood, to a new location within the western portion of the PacifiCenter site as an interim use. These facilities will occupy approximately 9 acres, of which up to approximately 4 acres will be located in the City of Lakewood and up to approximately 5 acres will be located within the City of Long Beach. Approximately 2.5 acres of these uses will be located within the Boeing Enclave. These Boeing operations support the C-17 and 717 aircraft manufacturing programs, and as such are ancillary uses. These interim uses are proposed to remain on the site until the land is ready for development or until Boeing secures alternative locations for these operations. These uses comply with the current General Plan designations and the zoning for the site established by the Cities of Long Beach and Lakewood.

As discussed in detail in Section V.E, Hazards and Hazardous Materials, a soil and groundwater remediation program is presently being implemented at the project site in accordance with Cleanup and Abatement Order 95-048 issued by the California Regional Water Quality Control Board, Los Angeles Region. To implement this mandated remediation program an estimated 4,651,234 square feet of existing development is



LEGEND

- PROJECT BOUNDARY
- BOEING ENCLAVE



Scale Not Provided

Source: Boeing Realty Corporation, 1999

Figure 3
Aerial Photograph

currently in the process of being removed in accordance with separate permits that have been approved by the City of Long Beach.¹⁷ The remediation program is being overseen by the Los Angeles Regional Water Quality Control Board (LARWQCB). In addition, the demolition program is overseen and monitored by various agencies, including the South Coast Air Quality Management District (SCAQMD) and the California Occupational Safety and Health Department (Cal/OSHA). This remediation and demolition activity is considered a related project for purposes of environmental review. As discussed in detail in Section IV, Overview of Environmental Setting, and Section V.E, Hazards and Hazardous Materials, Environmental Investigation Areas (EIAs) that comprise 204 acres or approximately 80 percent of the site have received regulatory approval for “No Further Action” and closure for soils from the LARWQCB.

The remediation program also covers the additional 380,000 square feet of floor area associated with the ongoing aviation production uses in the Boeing Enclave, which will continue to operate as the project site is built out. Boeing may demolish this area at some point during project development and replace it with the commercial land uses, as described further in this EIR. Alternatively, buildings within this area may also be removed as part of the ongoing remediation activities on-site. However, for purposes of conducting a conservative evaluation of the project’s potential environmental impacts, continued operations and the potential future demolition of structures within the Boeing Enclave are evaluated in relevant sections of this EIR (e.g., Sections V.B, Air Quality, and V.I, Noise) as part of the environmental impact analysis for this project. In addition, while approximately 537,000 square feet of floor area was occupied on the site when the most recent NOP was issued in November 2002, baseline occupied floor area assumptions have been revised within the appropriate sections of this draft EIR to provide a comprehensive and conservative analysis of the project. Specifically, an estimated 380,000 square feet within the Boeing Enclave has been assumed in order to account for planned and permitted demolition activities underway as part of the remediation program.

To date, several steps of the public environmental review process have been completed. A Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) regarding the PacifiCenter project was originally circulated by the City of Long Beach in May 2001, based on an Initial Study which determined that implementation of the project could result in potentially significant impacts to the environment. Since that time, the project has been revised to reflect input from agencies and the public and to respond to changing economic conditions. Some of the changes that have been incorporated into the project in response to agency and public comment serve to lessen and avoid significant

¹⁷ *These permits were obtained in January 2003 and June 2003.*

environmental effects that would have occurred under the project identified in the May 2001 NOP. As shown in Table 1 on page 112, when compared with the May 2001 NOP, the primary changes that have been made to the project as currently proposed include a reduction of approximately 5.1 million square feet of commercial uses and 200 hotel rooms. Other changes to the project identified in the May 2001 NOP include changes to the location of on-site uses, increased street setbacks, changes to the internal circulation pattern, and a reduction in maximum building heights, including building heights along Carson Street. The project as currently proposed also represents a reduction of 1,300 residential units, a reduction in residential density, and a reduction of 1.4 million square feet of commercial floor area when compared with the project that was revised by the Applicant after the May 2001 NOP and presented to the City and individuals, including individuals at community task force meetings.¹⁸ Based on the changes that have been made to the project, an NOP for the current project was circulated in November 2002 to give the public and agencies an opportunity to provide comments regarding the revised project. Copies of the May 2001 NOP and November 2002 NOP and public comments received during the 30-day public comment period for both of these NOPs are provided in Appendix C. In addition, in accordance with Public Resources Code Section 21083.9, a public scoping meeting was held for the project on December 2, 2002, to obtain input as to the scope and content of the environmental information about the proposed project that should be explored in the EIR. The transcript of the scoping meeting is also provided in Appendix C of this EIR.

D. STATEMENT OF PROJECT OBJECTIVES

Section 15124(b) of the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) states that the Project Description shall contain “a statement of the objectives sought by the proposed project.” Section 15124(b) of the CEQA Guidelines further states that “the statement of objectives should include the underlying purpose of the project.” Consistent with the Guidelines, this section of the Draft Environmental Impact Report (Draft EIR) provides the list of objectives that the Applicant seeks to achieve. Among the Applicant’s objectives and underlying purpose is the intent to assist in the implementation of the Cities’ long range visions. The Applicant developed the following set of objectives after consideration of relevant goals, objectives, and policies established by the various planning documents adopted by the Cities of Long Beach and Lakewood. The project objectives developed by the Applicant fall under four primary categories:

¹⁸ *While this project was presented to city staff and various members of the community, it was not included within an NOP.*

Table 1

Comparison of November 2002 NOP with Previous Project Proposals ^a

USE	May 2001 NOP	Project Proposed in Late 2001 ^b	November 2002 NOP
Housing Units	2,513	3,800 ^c	2,500
Commercial Floor Area	8,446,192	4,714,000 ^c	3,300,000
Hotel Rooms	600	600	400

^a Refer to Appendix A for copies of the NOPs that have been circulated for the PacifiCenter project.

^b While this project was presented to city staff and various community members, it was not included within an NOP.

^c This proposal included an exchange program between commercial floor area and residential units. Under this exchange program, if the residential unit count were reduced to 2,580 units, up to 6,792,000 square feet of commercial uses could be developed in addition to 600 hotel rooms.

Source: PCR Services Corporation, 2004.

(1) General Objectives; (2) Design Objectives; (3) Development Implementation Objectives; and (4) Economic Objectives.

The Applicant believes that the General Objectives directly relate to or support the text, goals, objectives, and/or policies of the City of Long Beach and/or the City of Lakewood planning documents. For ease of reference, the text, goal, objective, or policy that is supported by the project objective is provided in parentheses after the statement of the Project Objective. The Design Objectives, which follow the General Objectives, relate primarily to the site planning and community character that the Applicant desires to create for the project site. The Development Implementation Objectives seek to attain sufficient flexibility in the mix and timing of uses ultimately developed within the project site in order to respond to future market conditions in a timely fashion. Finally, the Economic Objectives present the Applicant's economic goals with regard to reuse of the project site.

General Objectives

- Maintain and enhance major employment centers, such as the airport area (City of Long Beach Land Use Generalized Concept Plan; City of Lakewood Land Use Element Goal 5);
- Encourage industrial and commercial projects in underutilized areas, which will make a positive contribution toward the jobs-housing balance and create job

opportunities for the local labor force (City of Lakewood Land Use Element Policy 5.1);

- Retain, expand and attract new business (City of Long Beach Strategic Plan Goal B1);
- Concentrate new housing in proximity to growing employment centers to reduce commute time, lessen energy consumption and improve air quality (City of Long Beach Land Use Element page 22; City of Lakewood Circulation Element Goal 6);
- Assist in improving the quality and availability of neighborhood housing and in building a strong network of healthy neighborhoods (City of Long Beach Strategic Plan Goals N1 and N5);
- Provide for the construction of housing along major arterial corridors by removing underutilized and deteriorated commercial and industrial structures and recycling these old commercial and industrial properties by developing carefully designed, quality residential uses that promote better living conditions and promote access to employment centers (City of Long Beach Strategic Plan Strategic Action N5.3);
- Provide for the opportunity to capitalize on the development and economic potential of underutilized properties zoned for commercial and manufacturing uses (City of Lakewood Economic Development Element Goal 3);
- Ensure that commercial uses are compatible with adjacent residential uses (City of Lakewood Land Use Element Goal 2);
- Maintain and expand property, retail and other City tax revenues in order to support quality service levels (City of Lakewood Economic Development Element Goal 1);
- Help to reverse the trend of local and regional job losses (City of Lakewood Economic Development Element Goal 2); and
- Provide usable open space tailored to project-generated recreational demands that would otherwise be placed on public open space and recreation resources (City of Long Beach Open Space Element Policy 4.10).

Design Objectives—To enhance the public acceptance and long-term investment value of the PacifiCenter project, the Applicant seeks as a basic design objective to

develop a master-planned, mixed-use community, which will blend mutually supportive uses, such as employment, housing and life style amenities, that are desired in today's commercial and residential marketplace; make efficient use of land and infrastructure; and foster a strong sense of community.

The Applicant's basic design objective includes the following specific goals:

- Establish a community that provides a mix of land uses with a live, work, and play environment that includes new infrastructure and amenities to attract and support quality commercial tenants and a stable residential area;
- Provide for creative, flexible, and sustainable commercial development opportunities to allow for various tenant needs from research and development to multi-tenant and corporate office space to warehousing;
- Offer state-of-the-art telecommunication systems and services for tenants and residents;
- Provide a variety of residential types to accommodate the needs of various employees, which is envisioned to enhance PacifiCenter's ability to attract a number of significant employers to the area, including employers whose employees can work and live on the site;
- Include a mix of commercial land uses, including restaurants, retail space, and hotel(s), to support tenant, residential, and community needs; to create a sense of community; and to reduce employee, resident, and visitor trips and trip distance;
- Create an attractive setting, including landscaping and open space, some of which will serve as recreational areas;
- Transform the existing pattern of very large buildings and parcels in order to create identifiable neighborhoods and districts throughout the proposed development to provide a sense of community through the provision of walkable streets and neighborhood amenities;
- Establish design standards with which each and every development within the PacifiCenter project will be required to comply;
- Take advantage of the PacifiCenter project's adjacency to the Airport and consider, as appropriate, aviation-related uses that support or are complementary to new development within the PacifiCenter project; and

- Locate new uses within the PacifiCenter project site in a manner that is appropriate to and compatible with other adjacent uses and with adjacent off-site uses to minimize impacts and maximize economic viability. Particular sensitivity should be directed toward compatibility of on-site uses with adjacent off-site residential uses.

Development Implementation Objectives—The Applicant’s primary development implementation objectives are:

- To optimize its ability to respond to market conditions during the buildout of the PacifiCenter project through a development implementation objective that will allow the project to be market-driven. The implementation program:
 - identifies specific land uses that are permitted to be developed within two primary land use categories;
 - establishes a maximum floor area or unit cap that can be developed for each land use category;
 - establishes development intensities that will respond to an anticipated range of market conditions;
 - establishes development standards that include such aspects as maximum building heights and setbacks; and
 - establishes a commercial infrastructure phasing plan that will provide commercial infrastructure in advance of market demand.
- To create a regulatory environment that will facilitate a rapid delivery of space and/or move-in ready facilities so that PacifiCenter becomes one of the most viable and attractive locations in southern California.

Economic Objectives—The Applicant's basic economic objective is to:

- Optimize the value of existing property no longer in use or needed for aircraft manufacturing by balancing reuse opportunities with community needs and environmental constraints, while creating significant employment and housing opportunities.

The achievement of this basic objective is closely dependent on the character, intensity, and mix of development that has been proposed. A critical part of the Applicant’s

basic economic objective for the proposed project is to optimize its contribution to the fiscal well-being of the Cities of Long Beach and Lakewood relative to current circumstances and other project objectives.

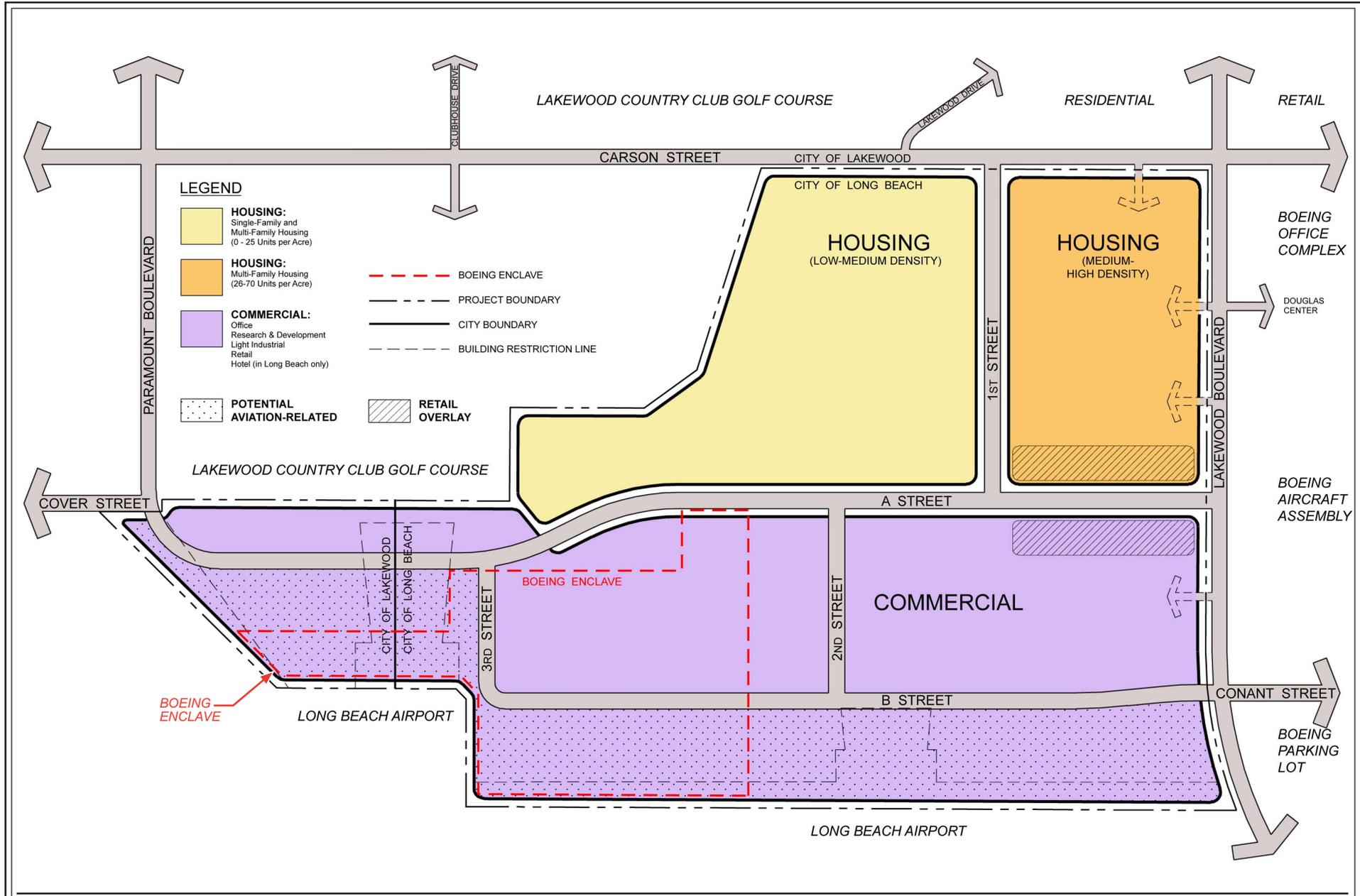
Another economic objective of the project is to provide the opportunity to expand high tech, research and development uses, hotels, restaurants, and offices consistent with the Airport Employment/Activity Center policy. (Refer to Section V.H, Land Use and Planning, for a discussion of land use designations and policies applicable to the project site.)

E. PROJECT CHARACTERISTICS

The proposed project will result in the replacement of the existing aircraft production facilities and related uses. Two primary land use categories have been proposed as part of the PacifiCenter project: Commercial (office, R&D, light industrial, retail, hotel, and aviation-related uses) and Housing (single-family and multi-family uses). Additionally, a retail overlay zone will be established along a portion of the interface between the Commercial and Housing areas within the eastern portion of the site. The general location of these land uses is presented in the Land Use Diagram provided in Figure 4 on page 117. An Illustrative Site Plan based on the land uses designated in Figure 4 is provided in Figure 5 on page 118.

As shown in Figure 4, the uses within the Commercial land use category will be developed within approximately 160 acres located within the southern portion of the project site, including the entire proposed A Street right-of-way. This area will include up to 3.3 million square feet of office, R&D, light industrial, retail, aviation-related, and warehouse development (as an accessory use to permitted uses within the commercial area). The average floor area ratio in this area will be approximately 0.47, which allows for the development of predominantly low-rise and mid-rise buildings. A maximum of 150,000 square feet of this floor area could consist of retail uses. The Commercial area could also include up to 400 hotel rooms within the portion of the project site within the City of Long Beach.¹⁹ As indicated in Figure 4, specific aviation-related uses will be permitted south of B Street to the east of 3rd Street and south of A Street to the west of 3rd Street (a

¹⁹ A total of 400 hotel rooms are proposed for the project site. Hotel rooms will be in addition to the maximum commercial floor area specified.

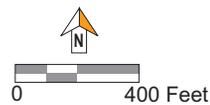
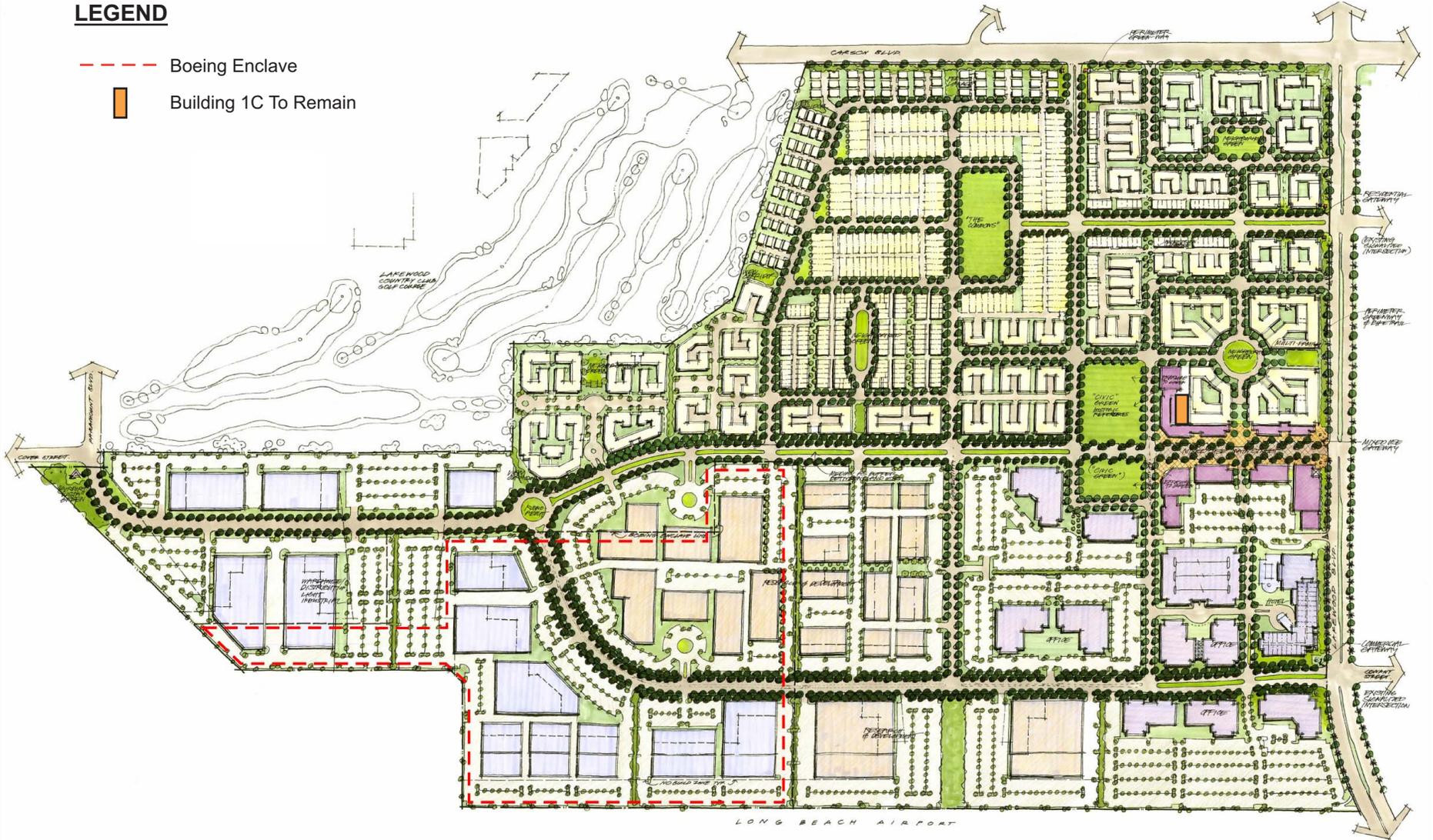


Source: MVE Architects, January 2004

Figure 4
Land Use Diagram

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- - - Boeing Enclave
- Building 1C To Remain



Source: MVE Architects, January 2004

Figure 5
Illustrative Site Plan

description of the proposed on-site roadway network is provided below). These uses will primarily serve as an amenity to businesses at the project site and may include hanger space for corporate jets and line maintenance “A” checks.²⁰ While a maximum of 3.3 million square feet of Commercial floor area can be developed throughout the Commercial area of the site within the Cities of Long Beach and Lakewood, the analyses within this EIR assume that approximately 360,000 square feet may be located in the City of Lakewood in accordance with the M-2 zone.²¹

As illustrated by Figure 6 on page 120 and described in more detail in Section V.H, Land Use, within the Commercial area located in the City of Long Beach, development will be guided by three zoning areas: PacifiCenter Commercial-1 (“PCC-1”), comprising 51 acres immediately west of Lakewood Boulevard; PacifiCenter Commercial-2 (“PCC-2”), comprising 42 acres further to the west and PacifiCenter Commercial-3 (“PCC-3”) comprising the 43.5 acres of the Boeing Enclave located within the westernmost portion of the site in the City of Long Beach. Allowable land uses in the PCC-1 zone will generally include office, R&D, some light industrial uses, aviation-related uses south of B Street, hotel, and retail. The PCC-2 zone will allow all light industrial uses and aviation-related uses south of B Street, in addition to each of the commercial land uses indicated for the PCC-1 zone. Warehouse uses except as accessory uses to permitted uses will not be allowed (i.e., stand alone warehouse uses will not be permitted). The PCC-3 Zone will allow aviation-related uses associated with the project site to continue, consistent with the current PD-19 ordinance. Should operations in the Enclave be discontinued, this area will be developed with uses that are allowed in the PCC-2 zone.²² An illustrative graphic showing how commercial uses may be developed within each of these zones is provided in Figure 7 on page 121.

As shown in Figure 4, a retail overlay zone will be established along A Street between Lakewood Boulevard and 1st Street. The overlay zone will allow ground floor retail uses with upper story multi-family residential units in the Housing area (described below) and ground floor retail uses with upper story commercial uses in the Commercial area, as well as stand-alone retail uses. Although retail uses will be concentrated within the retail overlay zone, retail uses may occur elsewhere within the Commercial area in the

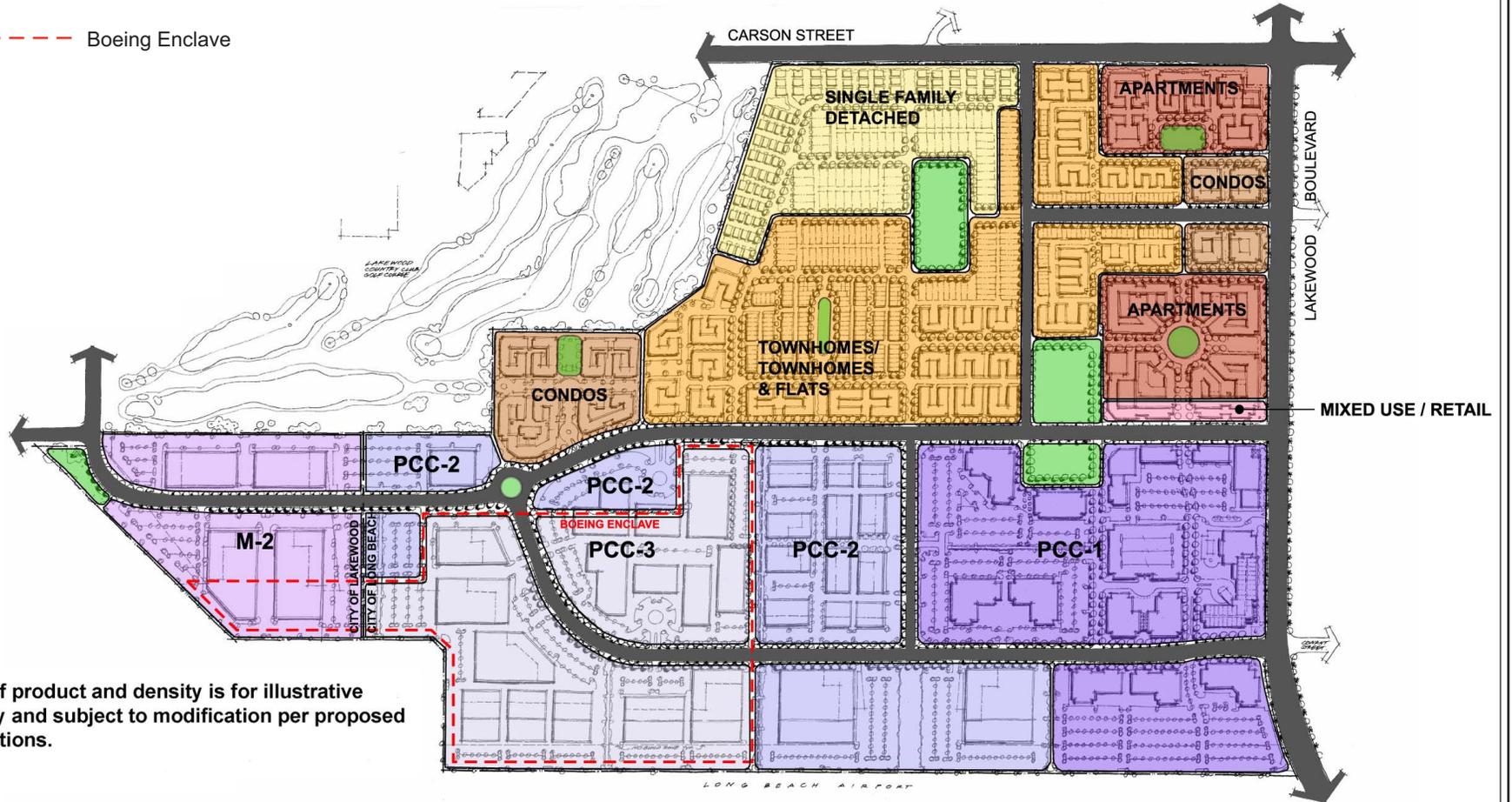
²⁰ *Line Maintenance “A” checks are scheduled functional inspections performed from a checklist. The activities include lubrication of moving parts; servicing of fluids; and inspection of components, hoses, electrical items and aircraft structure. Lighting and a ground power unit are used during these checks.*

²¹ *360,000 square feet of floor area is an approximate number and is based on the existing zoning and land use designation for this area of the site.*

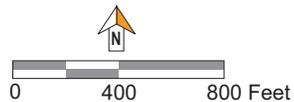
²² *The interim uses anticipated to relocate to the PacifiCenter site within the next six months will be located in portions of PCC-2 and PCC-3 as well as within portions of the site located in the City of Lakewood.*

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--- Boeing Enclave



Distribution of product and density is for illustrative purposes only and subject to modification per proposed zoning regulations.

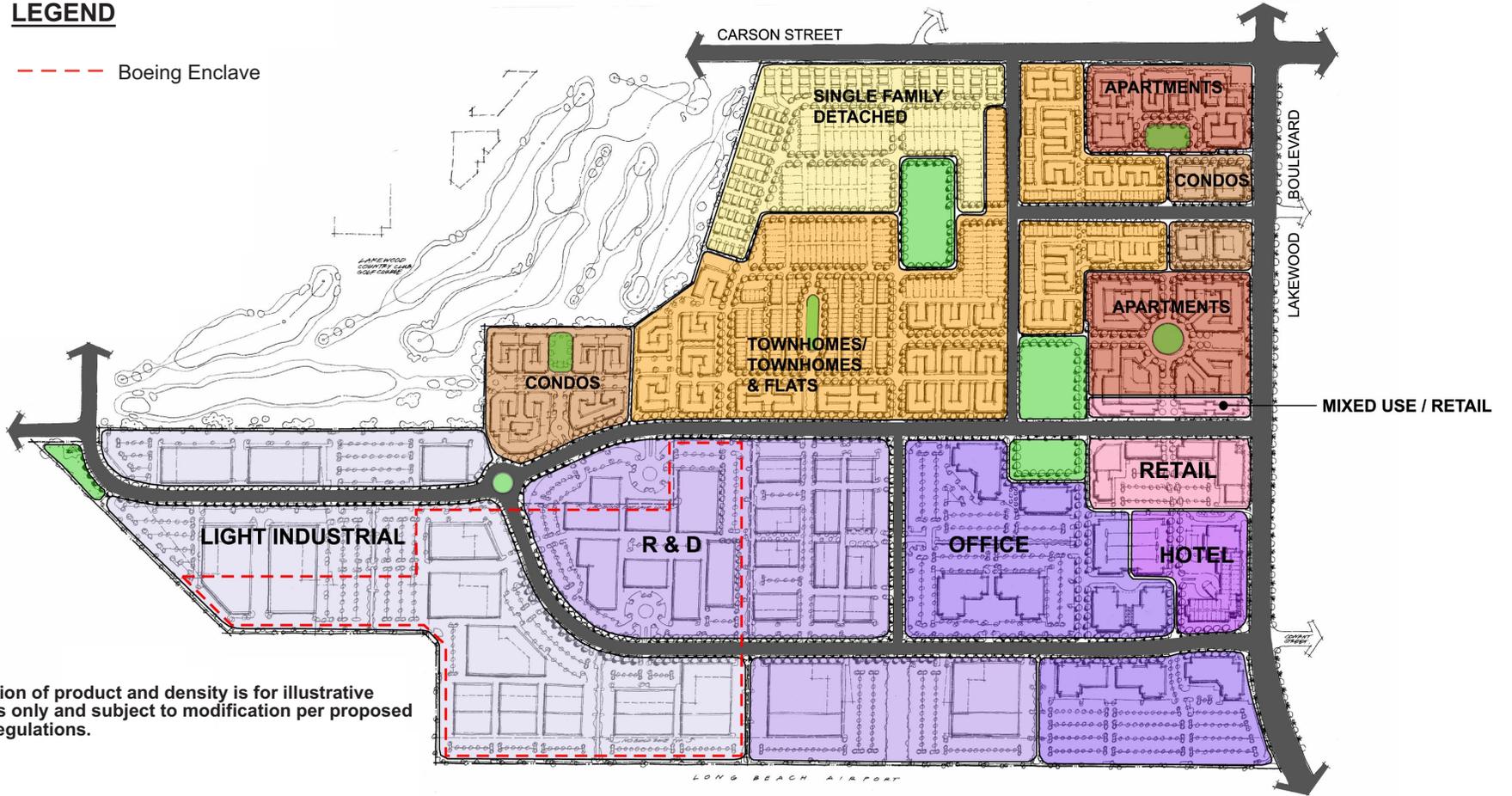


Source: MVE Architects, October 2003.

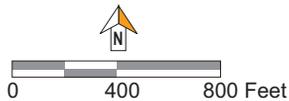
Figure 6
Proposed Commercial Zoning Map

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--- Boeing Enclave



Distribution of product and density is for illustrative purposes only and subject to modification per proposed zoning regulations.



Source: MVE Architects, January 2004

Figure 7
Conceptual Land Use Plan

southern portion of the site, but will typically be accessory to other uses. As indicated above, a maximum of 150,000 square feet of retail floor area may be developed within the project site.

To manage the flexibility of specific land uses that can be developed within the Commercial land use category, specific development standards set forth in the new Planned Development-32 (PD-32) District for the site will be implemented. These development standards include maximum heights and setbacks from property lines, both of which are described in detail below. In addition, as indicated in Table 2 on page 123, the new PD-32 also specifies the maximum non-residential floor area and the maximum number of hotel rooms that can be developed within the project site.

As also indicated by the Land Use Diagram in Figure 4, residential uses within the Housing land use category will be located on approximately 101 acres within the northern half of the site, including along segments of Carson Street and Lakewood Boulevard, as well as adjacent to the Lakewood Country Club Golf Course. As indicated in Table 2, the Housing land use category will provide up to 2,500 single-family and multi-family residential units. Low- to medium-density housing with an approximate average of 16 units per gross acre net of parks and open space and a range of approximately 5 to 25 units per gross acre will be provided in the 62-acre western portion of the Housing area, extending from the Lakewood Country Club Golf Course to 1st Street. Within this low- to medium-density Housing area of the site, single-family detached units, townhomes, condominiums and townhome/flat combinations may be developed. Medium- to high-density housing with an approximate average of 45 units per gross acre and up to approximately 70 units per gross acre will be provided in the 39-acre eastern portion of the Housing area, east of 1st Street to Lakewood Boulevard. Within the medium- to high-density Housing area of the site, condominiums, apartments, townhomes, and townhome/flat combinations may be developed. An illustrative graphic showing how residential product types may be developed within the residential area is provided in Figure 7 on page 121. Refer to Section V.J.3, Population, for the estimated unit mix within the two primary housing areas.

In addition, a 66-kV substation with a maximum footprint of approximately 305 feet by 230 feet is proposed within either the Commercial or Housing areas of the site. As discussed in Section V.M, Energy, this substation is anticipated to be developed around the year 2009 and will serve the project site as well as other off-site areas. An illustration of potential areas within the site that may be utilized for this substation is provided in Figure 8 on page 124. The precise location of this substation will be determined based on further input from Southern California Edison. If located in the residential portion of the project site or fronting A Street in the commercial area, the substation will be a low profile

Table 2

**PacifiCenter @ Long Beach
Proposed Land Use Program**

Land Use	Gross Acres	Maximum Land Use	Density ^a	
			Average Density	Maximum Density
Commercial (office, R&D, light industrial, retail, hotel, aviation-related, and warehouse)	160	3.3 million sf ^{b,c} (including an estimated 360,000 sf in Lakewood)	0.47	
Housing	101	2,500 units	low-medium density— 16 du/gross ac ^{d,e}	low-medium density— 25 du/gross ac ^{d, e}
			medium-high density— 45 du/gross ac ^{d,e}	medium-high density— 70 du/gross ac ^{d, e}
Total Site Acreage	261			
Total Maximum Development				
Non-Residential Floor Area (excluding hotel rooms)		3.3 million sf (including up to 150,000 sf of retail uses)		
Residential Units		2,500 units		
Hotel Rooms ^b		400		

^a Density is measured by floor area ratio (FAR) for commercial uses, which is the floor area of a building divided by the size of the lot, and by number of dwelling units per gross acre (du/gross ac) for residential uses.

^b Up to 400 hotel rooms may be developed on the project site within the Long Beach Commercial area. Hotel development would occur in addition to the 3.3 million square feet of other non-residential floor area (office, R&D, light industrial, retail, aviation-related, and warehouse uses).

^c Within the Commercial land use category, up to 150,000 square feet of retail uses could be developed.

^d The densities provided apply to the entire 62-acre Low- to Medium or 39-acre Medium- to High-Density housing areas as a whole and are not intended to apply to specific parcels that may be developed within these areas.

^e The densities provided for the Housing Area exclude park space.

Source: Boeing Realty Corporation, 2004.

structure (equipment will be approximately 12 feet in height) with underground feed lines, with an 8-foot perimeter masonry screen wall located at the building setback line, and associated perimeter landscaping between the right-of-way and the wall consisting of trees, shrubs, and ground cover. If the substation is located in the commercial area not fronting on A Street, the equipment will be approximately 20 feet in height with underground feed lines and will include an 8-foot masonry wall located at the building setback line with landscaping between the right-of-way and the wall. Such landscaping will include trees, shrubs, and ground cover.

Boeing's communications building, Building 1C, located within the eastern portion of the site, north of proposed A Street will remain as part of the project (refer to Figure 5 on page 118). This building is a rectangular building 35 feet wide and 120 feet long and is constructed of split-face concrete block. The building houses Boeing's data center/telecommunication equipment and is occupied during business hours by three to five employees who maintain the system. In the proposed PacifiCenter Land Use Plan, Building 1C will be located in the Medium-High Density Housing/Mixed-Use/Retail area north of A Street and east of the Civic Park. The south side of 1C will be screened from views along A Street by an architectural facade. This facade could be an actual ground floor retail building, or it could be an unoccupied architectural facade. The remaining east, west and north sides of 1C will also be screened to minimize views of the structure. This will be accomplished with either an architectural facade similar to the south side of the building, with landscape screening using evergreen trees and shrubs in front of a masonry wall or with landscape screening using evergreen trees and shrubs. Should the north, east or west side of 1C be located fronting a street, then the street will be located so that the building is set back from the right-of-way in a similar manner as if it were a new building in this area.

The project includes Project Features specified in the impact analysis for each environmental issue discussed within Section V of this Draft EIR under the heading "Project Features." These project features are also listed separately in Appendix B to this EIR. Such Project Features specify circulation improvements, parking requirements, open space improvements, proposed recreational facilities, maximum height zones, architectural guidelines, setbacks, and lighting requirements that are proposed as part of the project. In addition, these Project Features lessen impacts that might otherwise be expected of the proposed project. As examples, the Project Features will: require the use of sound insulation where necessary within the proposed residential uses; prohibit development of residential uses in close proximity to the Boeing Enclave until such time that aircraft run-up activities permanently cease (refer to Section V.I, Noise); require grading plans to be designed such that final grades will be compatible with streetscape grades and soil erosion will not flow off-site; and require the reuse of building and

hardscape materials demolished within the Boeing Enclave to the extent feasible in accordance with regulatory requirements in order to reduce the disposal of waste associated with construction activities. All of the Project Features are intended to be incorporated as conditions of approval or zoning regulations (development standards) for the proposed project.

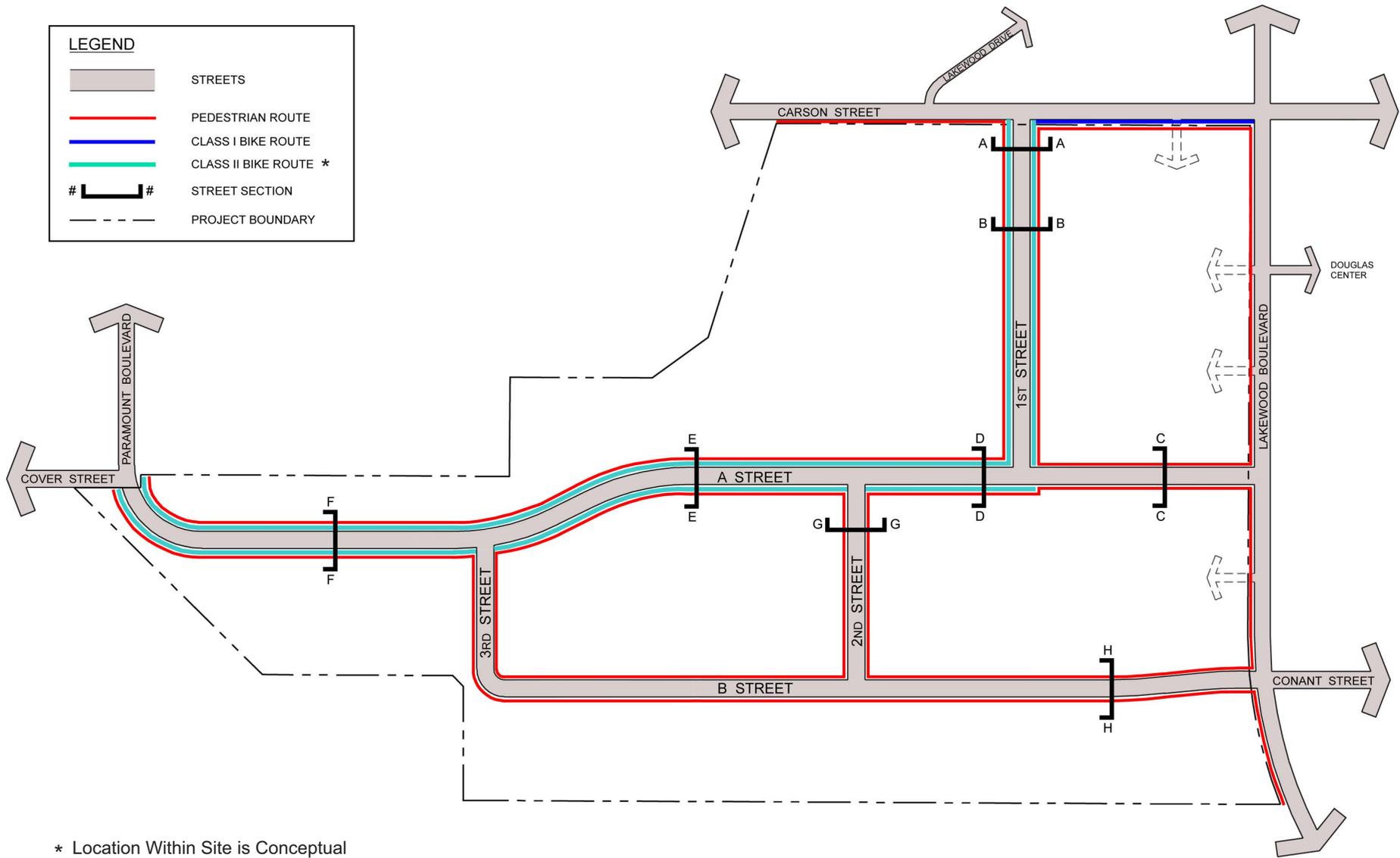
A series of design elements, building setbacks, buffers, and height restrictions will be provided to ensure compatibility between residential uses and commercial and light industrial uses on the project site. Development of the Commercial uses (office, R&D, light industrial, retail, hotel, aviation-related, and warehouse uses) in the southern portion of the site will provide a visual, noise, and spatial buffer between the Airport and the proposed residential units in the northern area of the site. Landscape improvements and in some areas perimeter walls will provide privacy and security to the Housing area from other adjoining uses within and outside of the project site. The alignment of A Street and its associated streetscape will serve as a visual and spatial buffer between commercial uses and adjacent residences. Building heights will be regulated with sensitivity to the on-site residential uses and particularly to the off-site residential neighborhood north of Carson Street. Additional height restrictions will apply as described below.

The proposed project includes a series of circulation improvements within the PacifiCenter site and along the local street network. These improvements will facilitate on-site access, promote efficient circulation throughout the immediate project area, and improve overall safety. As indicated in the Proposed Circulation Plan in Figure 9 on page 127, vehicular access to the proposed development will be provided at several locations around the site. Two new site access points will be constructed along Carson Street, including one at 1st Street (west of Lakewood Boulevard and east of Lakewood Drive) and a second entrance farther to the east.^{23,24} As shown in Figure 9, five access points will also be provided along Lakewood Boulevard, including primary entrances at A Street (between Carson Street and Conant Street) and at Conant Street (which is referred to as B Street within the project site), and secondary entrances at Douglas Center, between Douglas Center and A Street, and between A and B Streets. The existing access from Paramount Boulevard and Cover Street will also be reconstructed/realigned to accommodate project-related traffic volumes and patterns. Additional right-in/out access

²³ *The precise alignment of these streets may vary. However, in order to preclude site-generated traffic from traveling through the existing residential neighborhood north of Carson Street, the proposed 1st Street would be offset from Lakewood Drive, and appropriate signage and/or signalization would be provided.*

²⁴ *Note: The street names presented herein are provided for purposes of describing and evaluating the environmental impacts of the project and do not represent the actual street names that will be used subsequent to development of this project.*

LEGEND	
	STREETS
	PEDESTRIAN ROUTE
	CLASS I BIKE ROUTE
	CLASS II BIKE ROUTE *
	STREET SECTION
	PROJECT BOUNDARY



* Location Within Site is Conceptual



Scale Not Provided

Source: MVE Architects, January 2004

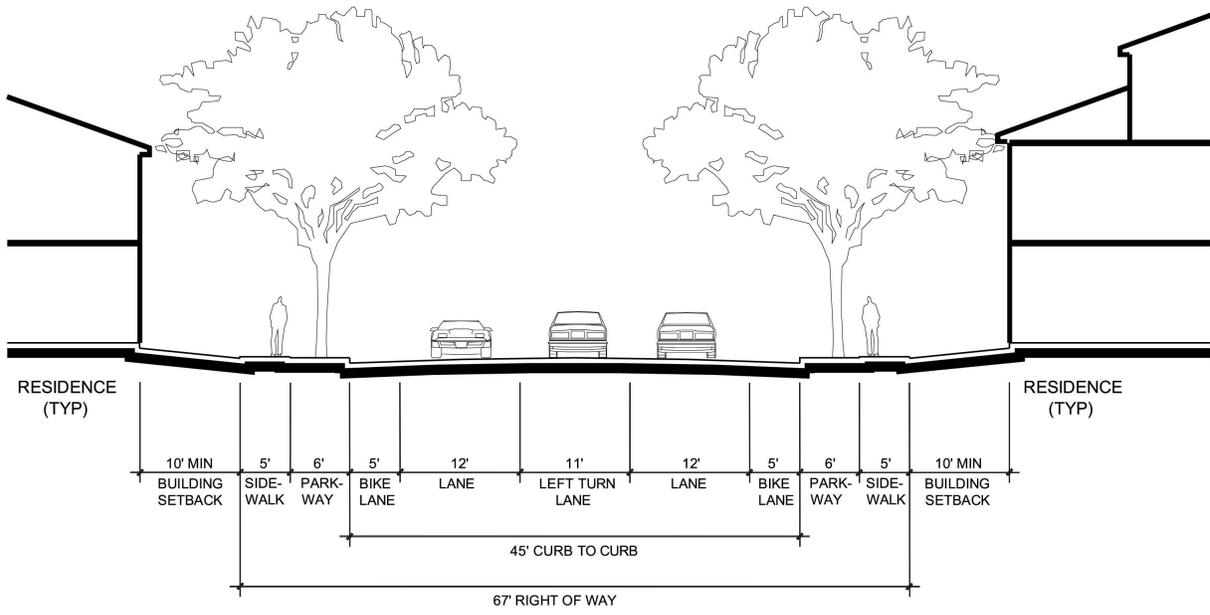
Figure 9
Proposed Circulation Plan
and Street Section Key

points may be provided elsewhere along Carson Street and Lakewood Boulevard. New driveways serving the project site will be subject to review and approval by the City of Long Beach with regard to feasibility, location, width, and access movements. Signal and off-site traffic improvements, such as left-turn lanes, will also be constructed as required by the Traffic Study prepared for the project.

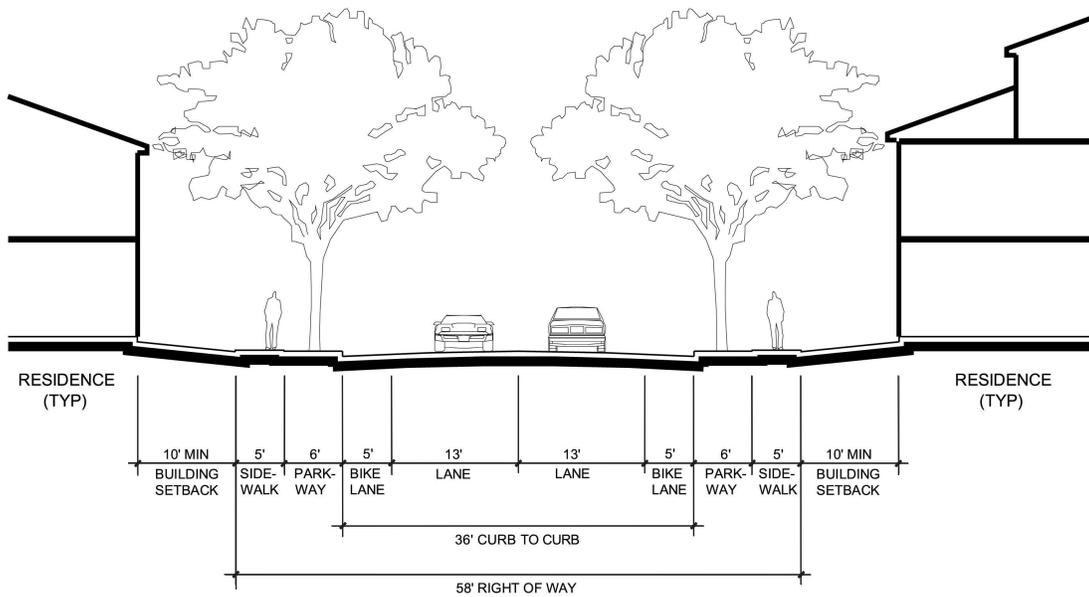
Under the Proposed Circulation Plan, A and B Streets extending from west to east between Cover Street and Lakewood Boulevard and along the former Conant Street to Lakewood Boulevard, respectively, will provide primary access to the southern portion of the project site designated for Commercial land uses (office, R&D, light industrial, retail, hotel, aviation-related, and warehouse uses). Within the western portion of the site, A Street may be located as shown in Figure 9 or it may be located farther to the north, adjacent to the Lakewood Country Club Golf Course. The final alignment of B Street within the western portion of the property may also be adjusted slightly to provide for an adequately designed intersection with A Street. In addition, 1st Street and A Street will provide primary access to the Housing area within the northern portion of the site. Two north-south roadways providing access between A and B Streets, referred to as 2nd and 3rd Streets, will also be provided. The location of 1st Street, 2nd Street, and 3rd Street may be shifted somewhat in response to the specific location of new buildings. However, the location of 1st Street will not be aligned with Lakewood Drive to the north to discourage the use of Lakewood Drive by persons in vehicles traveling through the project site. Additional streets may also be developed to provide internal access throughout the site. A series of conceptual street sections are presented in Figure 10 through Figure 13 on pages 129 through 132. As indicated by these conceptual street sections, the new roadways will typically be two to four lanes wide with enhanced parkways and sidewalks.

Project design will encourage both pedestrian and bicycle access and movement throughout the PacifiCenter site. As illustrated in the Proposed Circulation Plan in Figure 9, a series of pedestrian and bicycle routes will be incorporated into the internal circulation system. Pedestrian routes (i.e., sidewalks and crosswalks) will be provided along all of the proposed on-site local roadways and on Lakewood Boulevard and Carson Street. Class I bike lane improvements will be provided along a portion of Carson Street, and Class II bike lane improvements will be provided on 1st Street as well as on A Street between 1st Street and Paramount Boulevard.²⁵

²⁵ *Class I bike lanes separate bicyclists from motor vehicles through dedicated paths that are separate from streets and highways. Class II bike lanes provide restricted bicycle rights-of-way on streets and highways and are most often designated by a painted line and road signs.*



SECTION A - 1ST STREET WITHIN 350' OF CARSON STREET

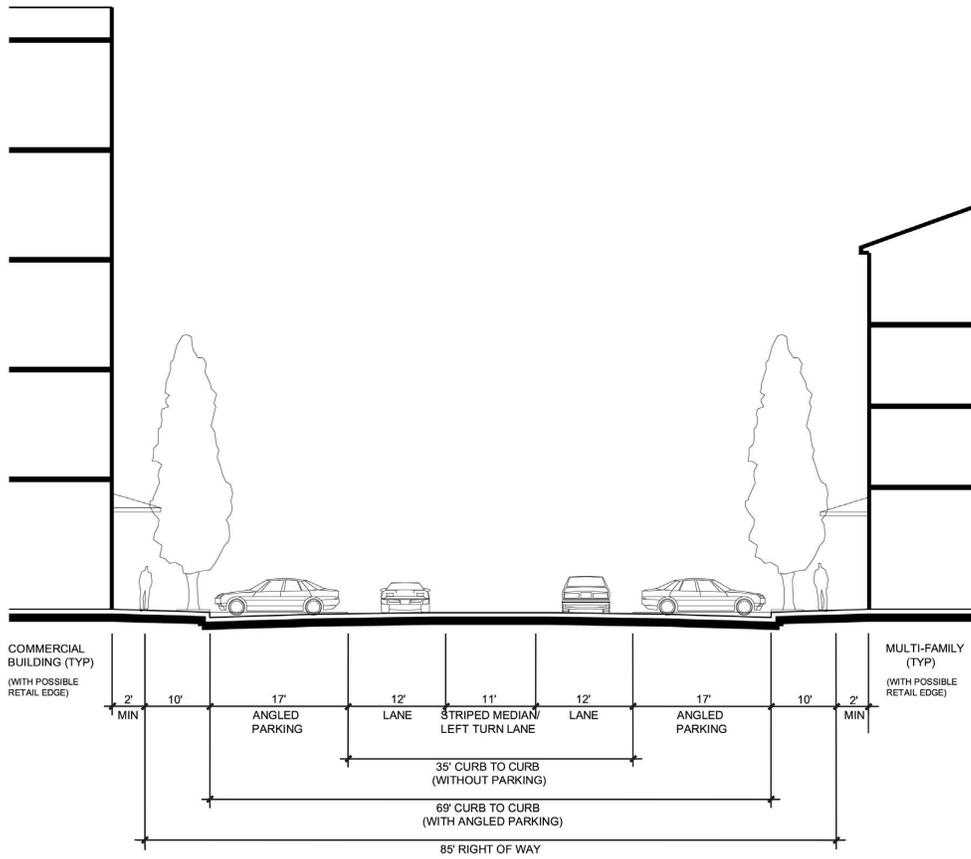


SECTION B - 1ST STREET - RESIDENTIAL

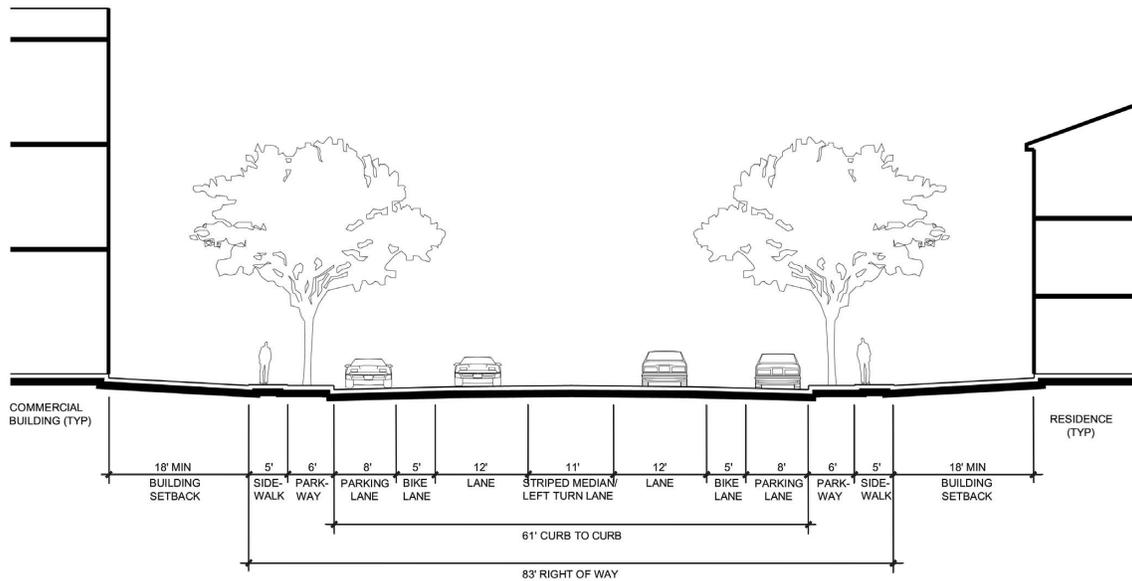


Figure 10
Conceptual Street Layouts
and Building Setbacks

Source: MVE Architects, December 2003



SECTION C - RETAIL AREA BETWEEN LAKEWOOD BOULEVARD AND 1 ST STREET

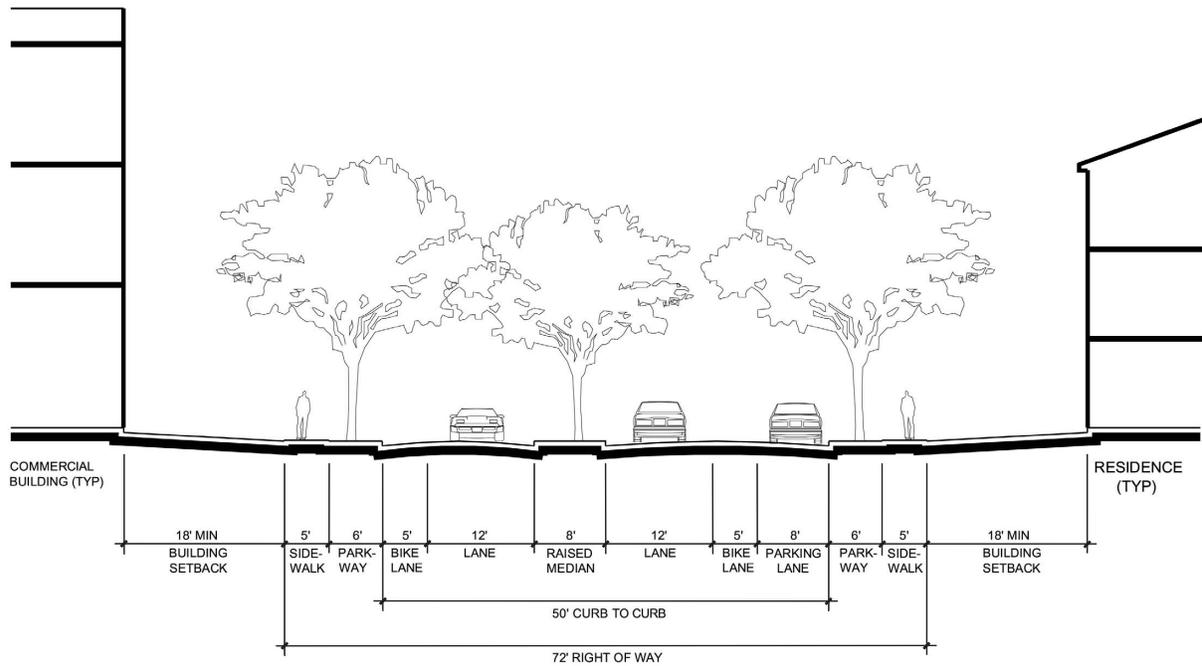


SECTION D - A STREET BETWEEN 1 ST AND 2ND STREETS

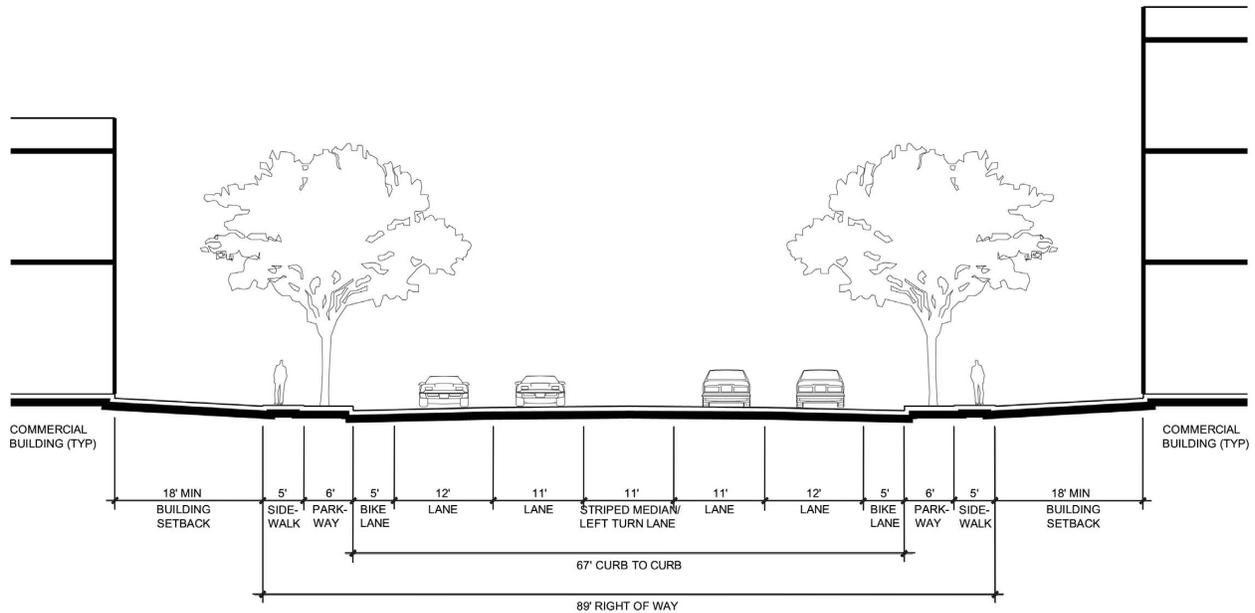


Figure 11
Conceptual Street Layouts
and Building Setbacks

Source: MVE Architects, December 2003



SECTION E - A STREET BETWEEN 2ND AND 3RD STREETS

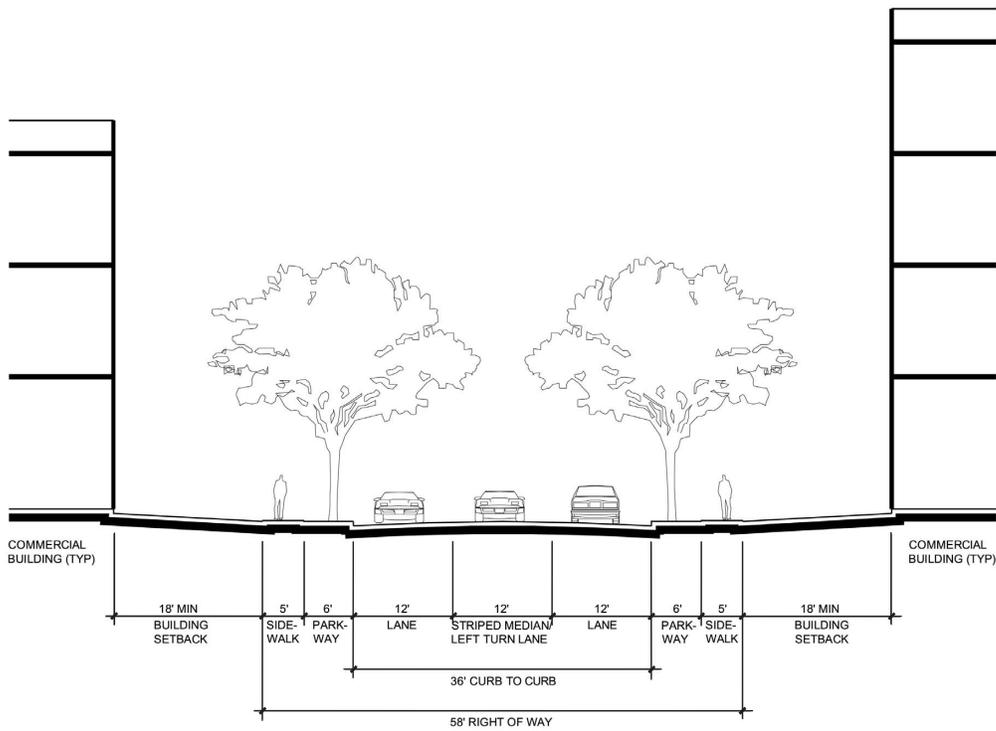


SECTION F - A STREET WEST OF 3RD STREET

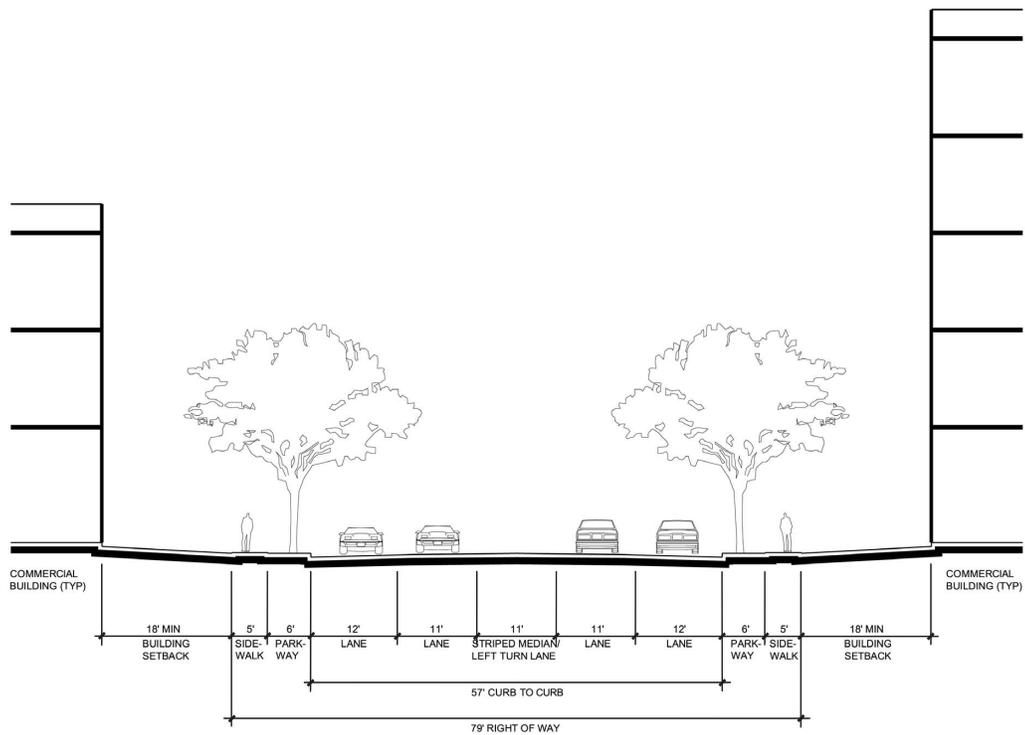


Figure 12
Conceptual Street Layouts
and Building Setbacks

Source: MVE Architects, December 2003



SECTION G - 2ND STREET



SECTION H - B STREET EAST OF 2ND STREET



Figure 13
Conceptual Street Layouts
and Building Setbacks

Source: MVE Architects, December 2003

On-site parking will be provided in order to accommodate demand associated with the proposed uses.²⁶ The parking supply is envisioned to be designed to minimize walking distances for employees, residents, and visitors. The amount of parking provided on each development parcel will generally correspond to the type and intensity of uses proposed on that parcel and may include surface and/or structured parking. Surface parking will generally be associated with Commercial uses (office, R&D, light industrial, retail, hotel, aviation-related, and warehouse uses). In areas with higher development densities parking may be consolidated into sub-surface and/or aboveground structures. Parking structures will be visually treated along public streets through use of different grades, building materials, and/or landscaping. Joint use parking facilities and/or parking districts may be incorporated into the project's parking supply, where appropriate. Tandem parking may be used for certain residential products. On-street parking within the project site may be used to accommodate guest parking requirements for some specified residential products as well as to accommodate parking requirements for parks. As discussed in more detail in section V.L, Transportation and Circulation, parking will comply with Long Beach and Lakewood Municipal Code parking requirements. In addition, on-street parking will be provided near other residential, retail, and certain other commercial uses (but will not count towards compliance with City parking requirements). Refer to Section V.L, Transportation/ Circulation and Parking, of this Draft EIR for additional discussion of parking proposed as part of the project.

The proposed project will include recreational and open space amenities, as shown in the illustrative site plan provided in Figure 5 on page 118. Approximately 10.5 acres of park space are proposed as part of the PacifiCenter project, with 9 acres dedicated and zoned and improved as public park space. Park resources will range in size from less than one acre to approximately 4.5 acres and will include several neighborhood greens, a residential park referred to as The Commons, and a larger, centrally located Civic Green. Neighborhood greens may include amenities such as open lawns, playgrounds, park furnishings (e.g., benches, picnic areas, drinking fountains), shade structures, gardens, and public art. The Commons will serve the greater residential community at PacifiCenter and may include similar amenities as the neighborhood greens as well as a pool, spa and associated accessory structures for private use by on-site residents. Public park acreage may include hard court sports facilities such as basketball courts. The Civic Green will serve both the residential and commercial populations on-site, providing some of the same amenities envisioned for the neighborhood greens and additional uses that may include a band shell, public art reflecting the site's history, and restroom facilities. Other open space areas will include pedestrian routes (i.e., sidewalks and crosswalks) along all of the on-site

²⁶ *The parking areas provided on-site will not be considered part of the proposed floor area.*

roadways and on Lakewood Boulevard and Carson Street, pathways for walking/jogging, and landscaped parkways along portions of the project boundaries adjacent to public streets. In addition, pedestrian improvements such as hardscaped courtyards, seating areas, and drinking fountains will be provided at key locations to provide passive recreational open space. Refer to Section V.J.4., Recreation, for a more detailed discussion of the park space recreational amenities to be developed as part of the proposed project. In addition, a Community Facilities District to provide for the financing of specific public services and facilities in accordance with the Mello Roos Community Facilities District Act may also be established as part of the project.²⁷

Landscaping will also be provided throughout the site along the primary pedestrian walkways, within certain roadway medians, within building setbacks, and at the entrances to the project site. Implementation of such improvements by Boeing has already commenced with the installation of landscaping improvements, including the planting of several hundred trees, along Lakewood Boulevard from Spring Street to the southern site boundary. As part of the PacifiCenter project, these landscaping improvements will be continued along Lakewood Boulevard from the southern property boundary to Carson Street.

As illustrated in Figure 14 on page 135, the PacifiCenter site has been planned with seven height zones. The indicated ranges are dictated by both building types and Federal Aviation Administration height restrictions. Figure 15 on page 136 illustrates building height sections within these zones. Maximum heights range from up to 35 to 75 feet in the Housing area and from up to 14 to 120 feet in the Commercial area.²⁸ All heights are measured from the curb to the top of the parapet or mid-point of the sloping roof of the proposed structures, except in the City of Lakewood, which is measured from finished grade to the uppermost portion of the ceiling. Mechanical equipment and architectural features will be excluded from these limitations. Heights will be further restricted in some locations due to FAA regulations. In these cases, heights will be limited by the “Long Beach Airport – Runway Approach Zones – Standard for Determining Obstruction to Air Navigation – as per Part 77 of the Federal Aviation Regulations” map dated June 21,

²⁷ *A Mello-Roos Community Facilities District is a special taxing authority that may be formed to finance certain designated public services and capital facilities by levying special taxes which are continuing liens levied against the real property within the service area. A Mello-Roos Community Facilities District may fund on- and off-site capital improvements, such as transportation improvements and other infrastructure, as well as public services such as police and fire protection services, and parks.*

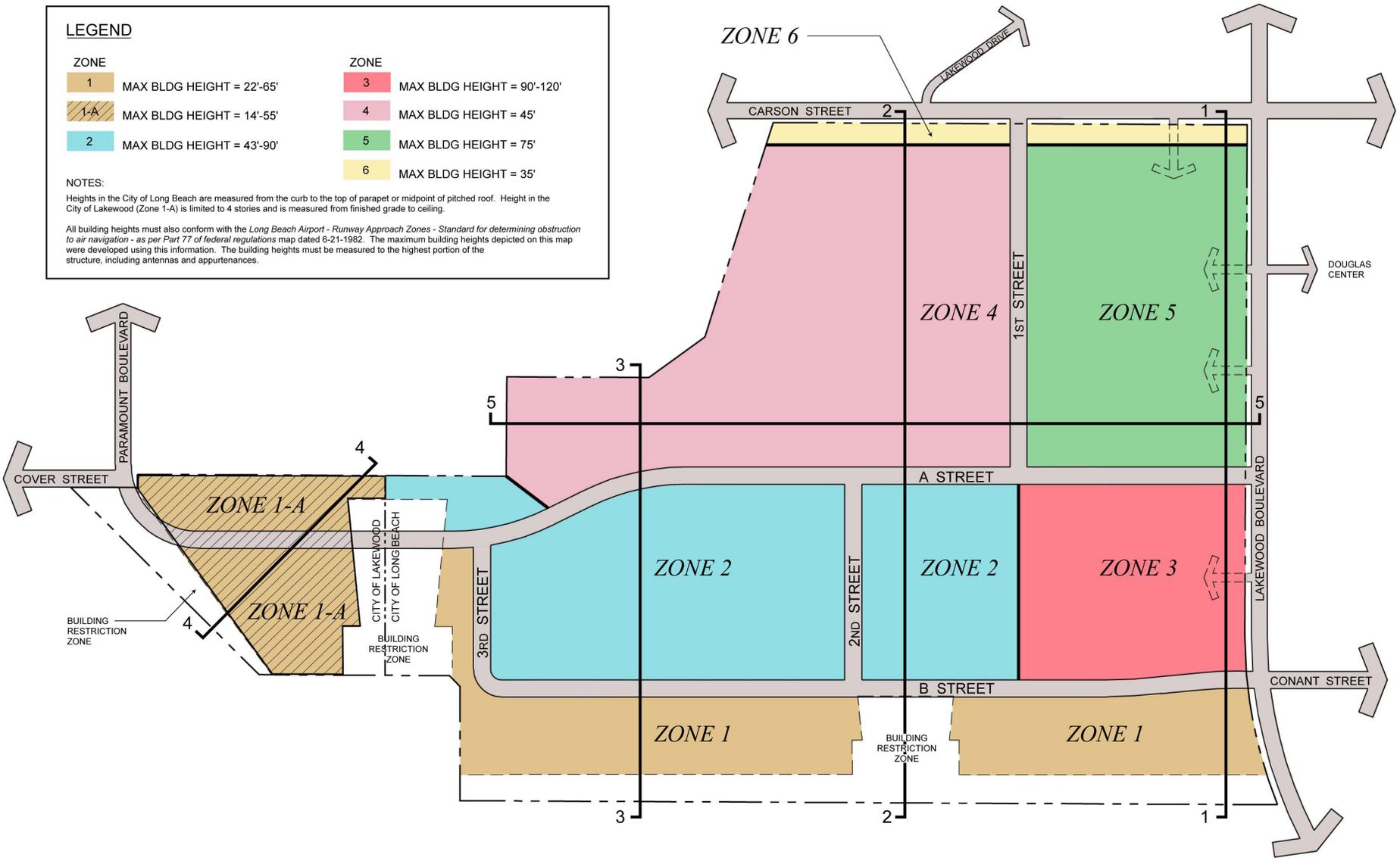
²⁸ *The range in heights within some of the zones is due to FAA height restrictions.*

LEGEND

ZONE	ZONE
 1 MAX BLDG HEIGHT = 22'-65'	 3 MAX BLDG HEIGHT = 90'-120'
 1-A MAX BLDG HEIGHT = 14'-55'	 4 MAX BLDG HEIGHT = 45'
 2 MAX BLDG HEIGHT = 43'-90'	 5 MAX BLDG HEIGHT = 75'
	 6 MAX BLDG HEIGHT = 35'

NOTES:
 Heights in the City of Long Beach are measured from the curb to the top of parapet or midpoint of pitched roof. Height in the City of Lakewood (Zone 1-A) is limited to 4 stories and is measured from finished grade to ceiling.

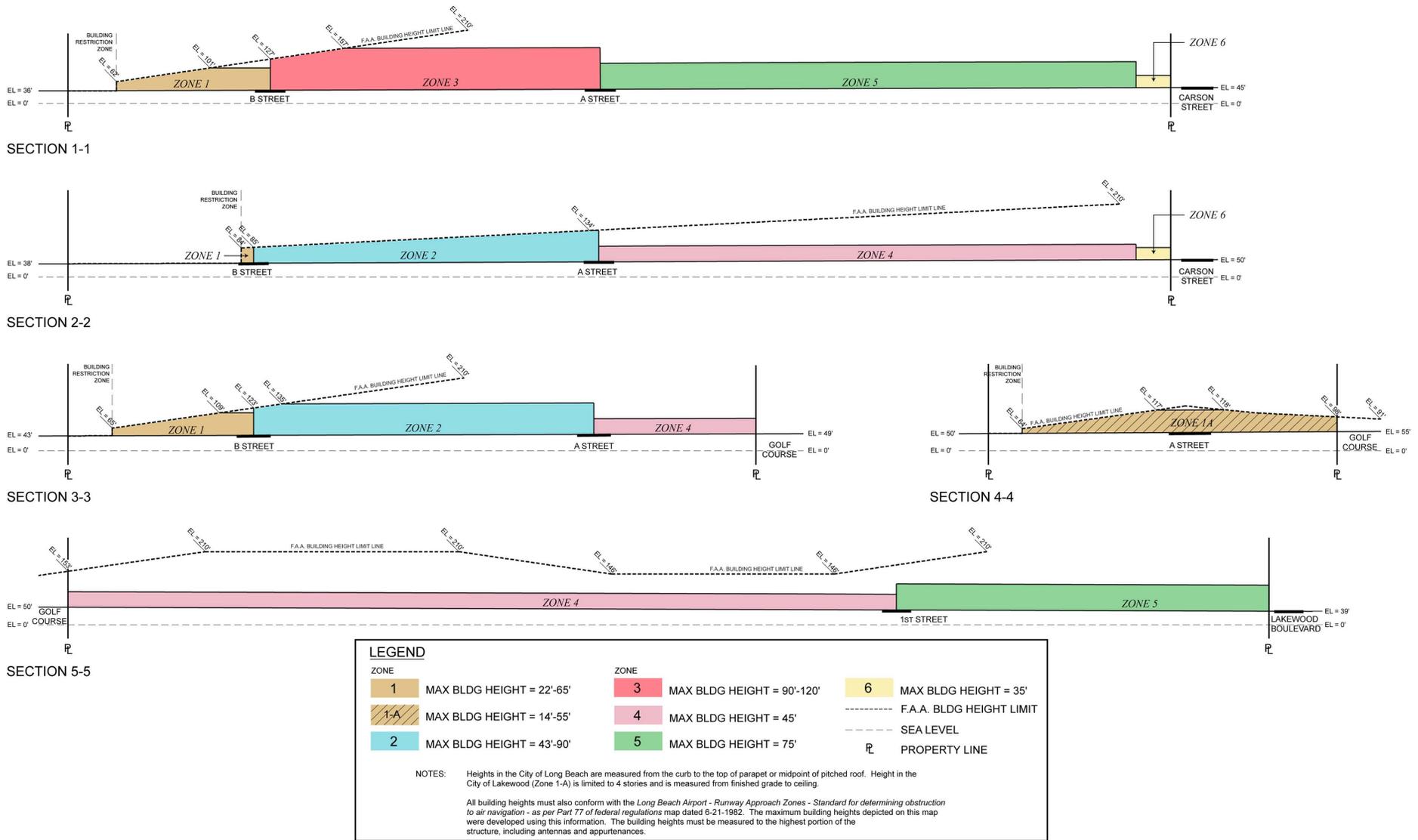
All building heights must also conform with the Long Beach Airport - Runway Approach Zones - Standard for determining obstruction to air navigation - as per Part 77 of federal regulations map dated 6-21-1982. The maximum building heights depicted on this map were developed using this information. The building heights must be measured to the highest portion of the structure, including antennas and appurtenances.



Scale Not Provided

Source: MVE Architects, October 2003

Figure 14
 Building Height Zones



Scale Not Provided

Source: MVE Architects, October 2003

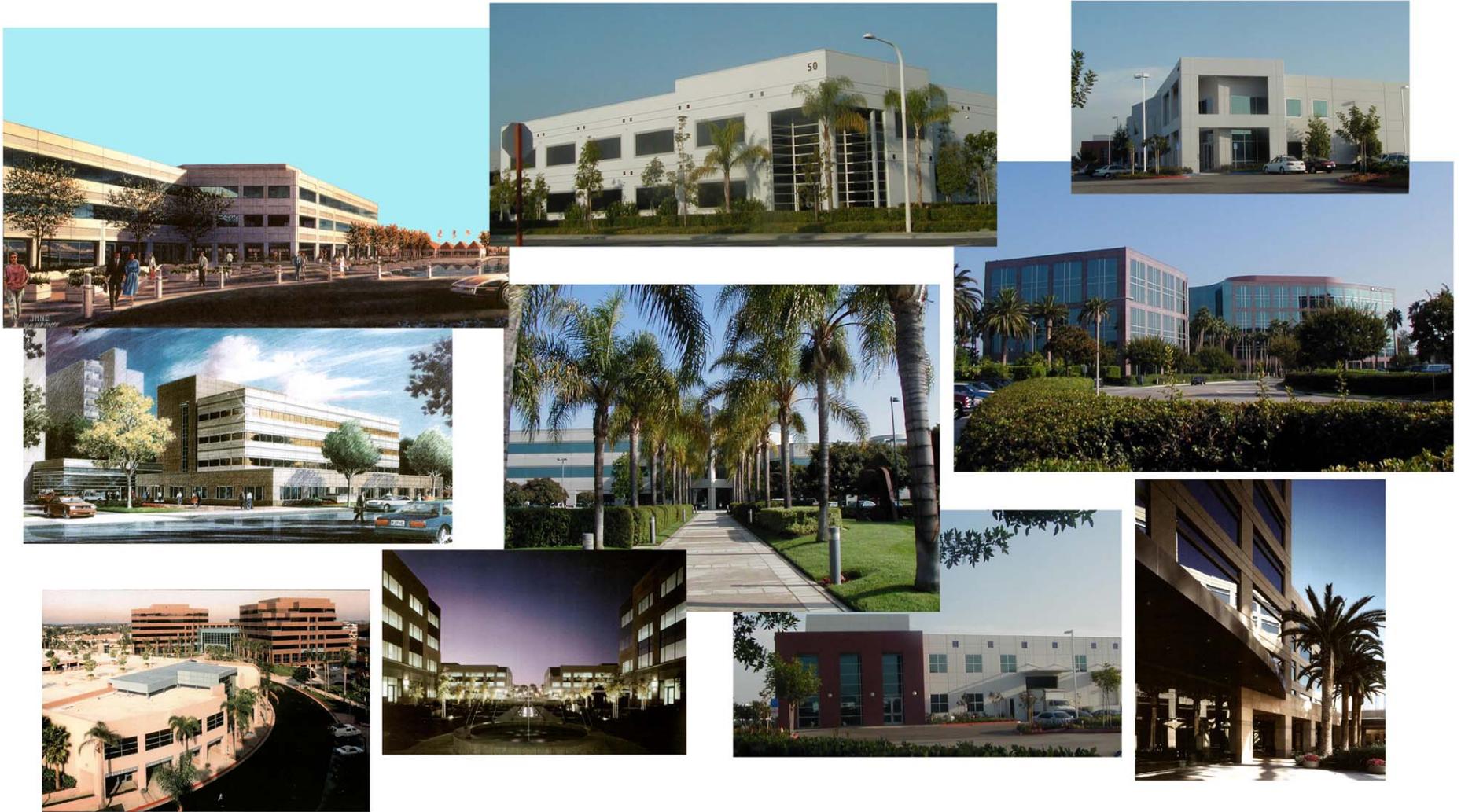
Figure 15
Building Height Sections

1982.²⁹ Refer to Section V.E, Hazards and Hazardous Materials, of this Draft EIR for additional discussion regarding FAA regulations.

As indicated in Figure 14, structures in Height Zone 1, which consists of the Commercial area south of B Street to the east of 3rd Street, and the area south of A Street immediately west of 3rd Street within the City of Long Beach (with the exception of the Building Restriction Zone), could have building heights of up to 22 to 65 feet above the curb. Zone 1-A, located within the City of Lakewood portion of the site (with the exception of the Building Restriction Zone), permits building heights of 55 feet and four stories, measured to the ceiling of the uppermost story. Zone 2, which consists of the Commercial area between A and B Streets and 1st and 3rd Streets and a portion of the area north of A Street at its intersection with 3rd Street (with the exception of the Building Restriction Zone) could have structures up to a range of 43 to 90 feet above the curb. The remainder of the Commercial area between A and B Streets (along Lakewood Boulevard) constitutes Zone 3, which is the maximum height zone on the project site. Structure heights in this zone could range from up to 90 to 120 feet above the curb. Structures within Zone 4, which consists of the western portion of the Housing area extending from the Lakewood Country Club Golf Course to 1st Street (with the exception of the portion immediately adjacent to Carson Street), will be limited to 45 feet in height above the finished grade. The eastern portion of the Housing area, extending from 1st Street to Lakewood Boulevard (with the exception of the portion that is immediately adjacent to Carson Street) is within Zone 5, which limits structures to 75 feet above the curb. Finally, the portion of the Housing area along Carson Street is in Zone 6, which is limited to 35 feet in height above the curb for the first 100 feet south of Carson Street, similar to the heights allowed by zoning for the existing residential uses north of Carson Street. In all on-site areas, proposed building heights must comply with FAA regulations. In addition, per the "Long Beach Airport – Airport Layout Plan," dated March 1, 2000, no buildings will be located within the Building Restriction Zones, shown in Figure 14, which include but are not limited to the Runway Protection Zones.

The overall design of the proposed PacifiCenter Commercial and Housing land uses is intended to be visually and functionally compatible with the adjacent uses. Please refer to the photographs provided in Figure 16 through Figure 18 on pages 138 through 140 for prototypes of the uses proposed to be developed within the Commercial and Housing land use categories. Figure 16 provides images of representative commercial developments embodying the types of building forms, architectural treatments, and accent

²⁹ *Building heights in these areas are measured by mean sea level and are measured to the highest point of the structure, including roof-top antennas, signs, elevators, mechanical equipment, and other appurtenances.*



Commercial Development Prototypes



Figure 16
Commercial Development Prototypes

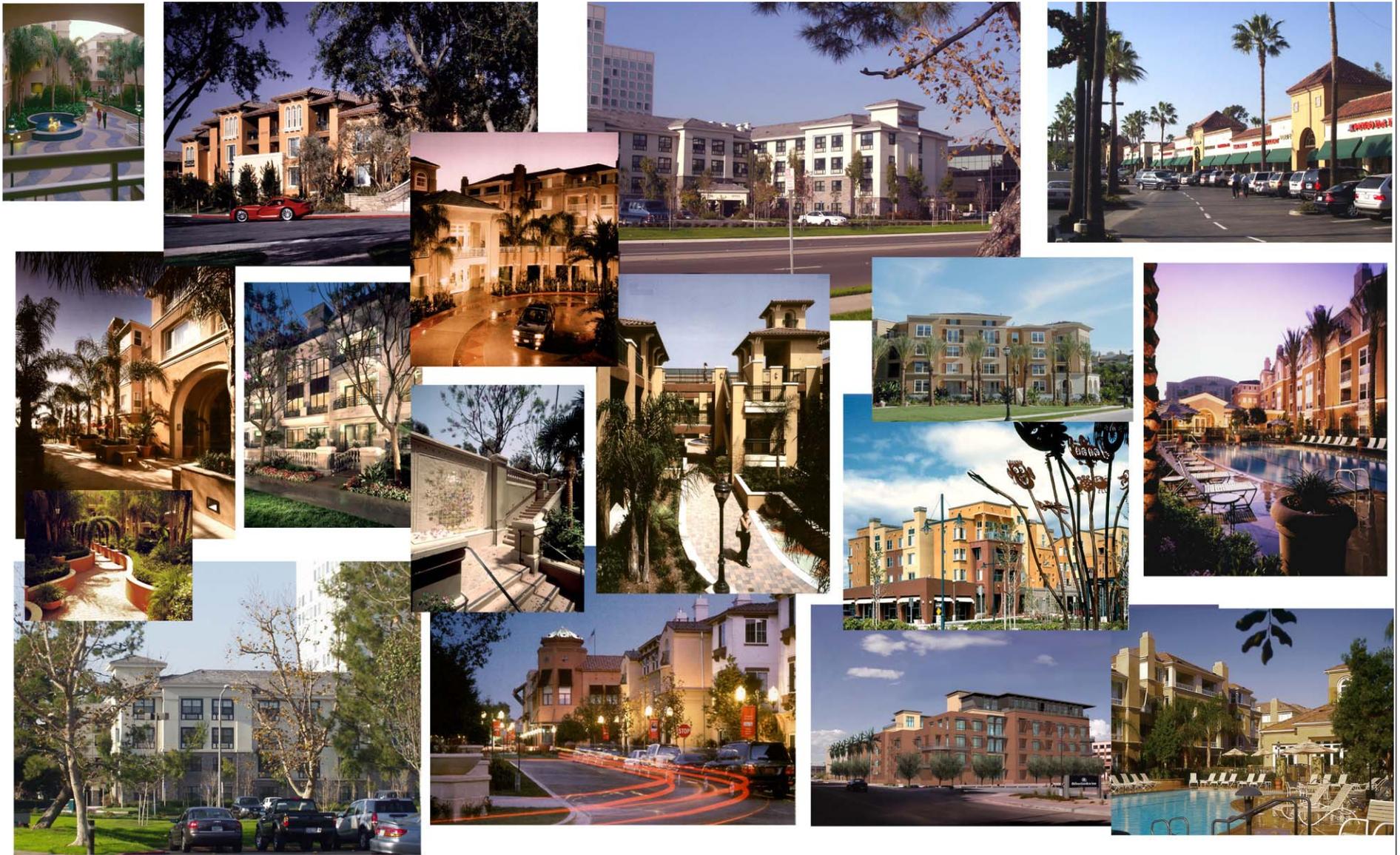
Source: MVE Architects, March 2003



Low to Medium Density Residential Development Prototypes



Figure 17
Low to Medium Density
Residential Development Prototypes



Medium to High Density Residential and Retail Development Prototypes



Figure 18
Medium to High Density Residential
and Retail Development Prototypes

landscaping that would be provided by the project. Figure 17 presents a variety of low- to medium-density housing units, including single-family homes, townhouses, and condominiums, illustrative of those that may be developed within the Housing area on-site. Figure 18 includes images of medium- to high-density housing units, associated open space and recreational amenities, and retail development prototypes contemplated within the retail overlay zone.

The proposed on-site buildings will typically be separated from the internal roadways by a series of landscaped parkways, bike lanes, and sidewalks. The northern and eastern boundaries of the Boeing Enclave may also be visually screened and/or landscaped. In addition, building setbacks have been established along the primary roadways within the site. As indicated in Figure 19 on page 142, these setbacks, which are generally measured as the distance between the property line and proposed building face, include the following:

- a 28-foot setback from the property line along Carson Street (excluding the 12-foot right-of-way).
- a 26-foot setback from the property line along Lakewood Boulevard (excluding the 14-foot right-of-way).
- a 20-foot setback from the property line adjacent to the Lakewood Country Club Golf Course;³⁰ and
- a minimum 20-foot setback along the limited portions of the Airport edge on the southern and southwestern boundaries of the project site that are not part of the Long Beach Airport Layout Plan Building Restriction Zone. The no-build zone, which is greater than 20 feet in width, extends along most of the southern portion of the project site.

Setbacks have also been established for several of the internal streets, as follows:

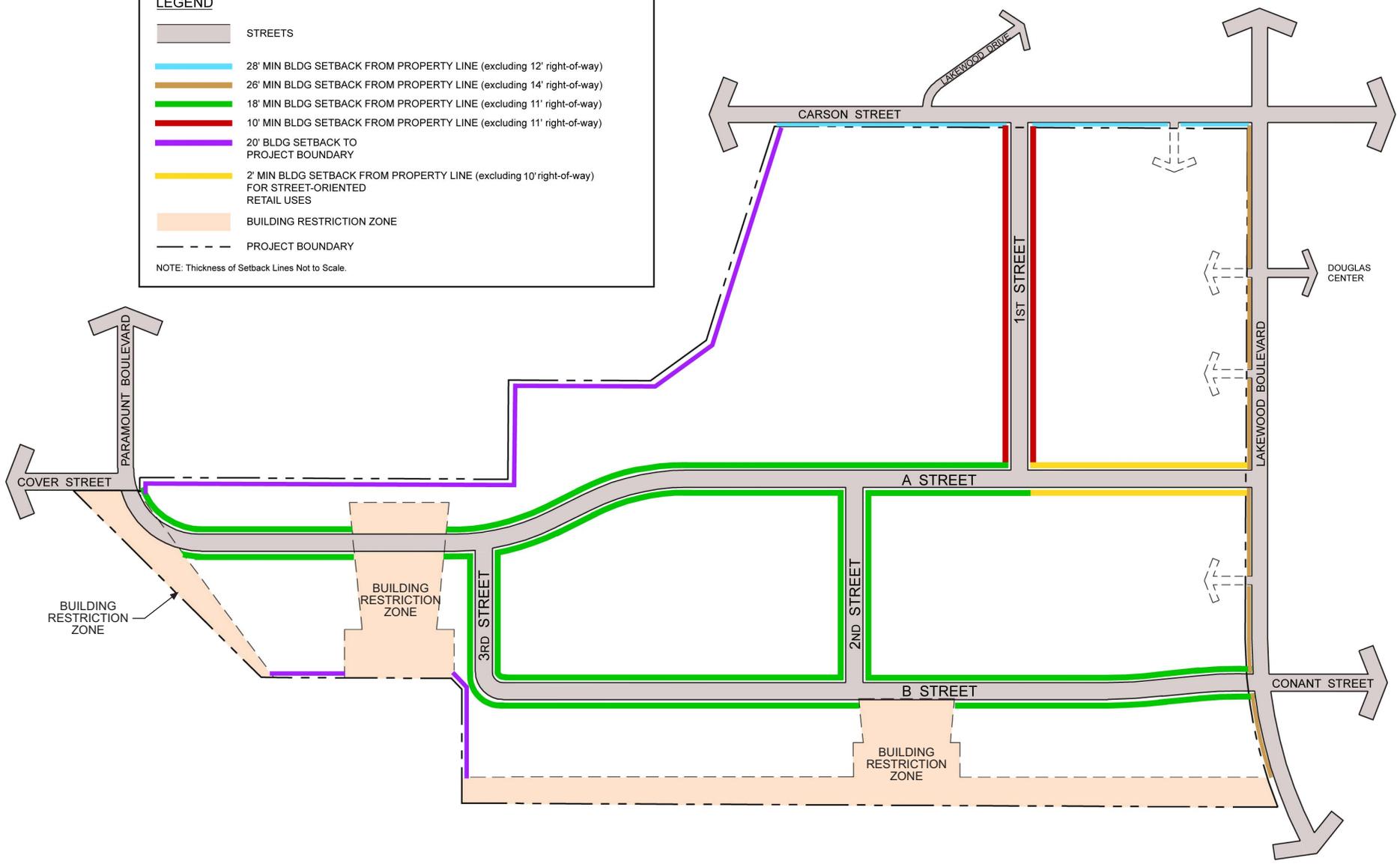
- a 2-foot setback from the property line (excluding the 10-foot right-of-way) along A Street between Lakewood Boulevard and 1st Street for street-oriented retail uses.

³⁰ *If A Street in the western portion of the site is located adjacent to the Golf Course, the minimum building setback will be 5 feet from the property line (excluding the 11-foot right-of-way).*

LEGEND

-  STREETS
-  28' MIN BLDG SETBACK FROM PROPERTY LINE (excluding 12' right-of-way)
-  26' MIN BLDG SETBACK FROM PROPERTY LINE (excluding 14' right-of-way)
-  18' MIN BLDG SETBACK FROM PROPERTY LINE (excluding 11' right-of-way)
-  10' MIN BLDG SETBACK FROM PROPERTY LINE (excluding 11' right-of-way)
-  20' BLDG SETBACK TO PROJECT BOUNDARY
-  2' MIN BLDG SETBACK FROM PROPERTY LINE (excluding 10' right-of-way) FOR STREET-ORIENTED RETAIL USES
-  BUILDING RESTRICTION ZONE
-  PROJECT BOUNDARY

NOTE: Thickness of Setback Lines Not to Scale.



Scale Not Provided

Source: MVE Architects, January 2004

Figure 19
Setback Plan

- a 10-foot setback from the property line (excluding the 11-foot right-of-way) along 1st Street; and
- an 18-foot setback from the property line along other internal collector roadways, including 2nd and 3rd Streets, except for those street segments that abut Building Restriction Zones, where adjacent development is not permitted.³¹

The proposed setbacks described above, as well as proposed sidewalks and landscape areas, are also illustrated in Figure 10 through Figure 13 on pages 129 through 132.

The proposed lighting associated with the PacifiCenter project will vary according to the types of land uses and specific buildings to be developed. In general, the exterior lighting will be designed to enhance security and will be shielded to reduce light spillover effects onto off-site properties and on-site residences. Architectural lighting will utilize indirect or hidden lighting to highlight specific architectural elements, building entries, and landscaping, while overall building illumination will be discouraged. Parking structures will generally include wall-mounted or pole mounted fixtures that will be directed onto the parking areas. Lighting within on-site parking structures will also be screened through architectural elements and landscaping, or through the use of parking structure lights with cut-off shrouds to eliminate the spill of light from within, including from the rooftop. Rooftop lighting in the form of security lighting or aviation warning lights in accordance with Airport/FAA requirements may be provided. Pedestrian walkways, courtyards, arcades, and seating areas will be illuminated for orientation and safety purposes, and rooftop lighting will be limited to security lighting. Refer to Section V.A, Aesthetics, for further discussion of proposed lighting.

Four tunnels are currently located below Lakewood Boulevard between the project site and the Boeing commercial 717 assembly plant to the east. These tunnels previously provided pedestrian or vehicular access, as well as access to several utilities. As part of the demolition activities proposed for the project, these tunnels will be modified to prohibit access from the west within the project site. Specifically, retaining walls will be constructed and the west side of the retaining wall will be backfilled. Boeing's access to the tunnels from the east will still be possible. The pedestrian bridge across Lakewood Boulevard, located just south of Carson Street, that currently connects the project site and the Boeing office center to the east will be removed as part of the remediation program

³¹ *Additional internal streets may be constructed within the project site. Setbacks along these streets will vary and may be less than 30 feet, in accordance with the Design Guidelines to be implemented as part of the project.*

that is underway. The remnants of the railway within the northwestern portion of the project site will also be removed as part of the project. In addition, as indicated above, disposition of the less than one-half acre property located at the southwest corner of Lakewood Boulevard and Carson Street from the City of Long Beach to Boeing or other development entity may occur as part of the project. If disposition does not occur, this parcel may also be zoned and improved for use as public open space in conjunction with the overall open space plan.

As discussed in more detail in Section V.H, Land Use, a Development Agreement will also be included for the project. A Development Agreement is typically used for larger projects that develop over time to provide some certainty for the City and Applicant with regard to development standards, implementation of infrastructure, and fees. Consistent with the proposed Planned Development-32 District, the Development Agreement, which will have a 20-year term, will address the maximum amount of development permitted on-site, the general types of uses permitted, the general locations of uses within the Commercial area, the maximum amount of warehouse and retail uses permitted, the maximum density of residential units, residential product types, the proportion of residential units that will be for-sale and rental, and appropriate transportation improvements. Among other provisions, the Development Agreement will also include requirements regarding open space and parks, infrastructure phasing, development impact fees, including affordable housing fees, and a commitment to public art. The contents of the Development Agreement that pertain to physical environmental issues (e.g., building heights, setbacks, etc.) will fall within the development parameters addressed in this EIR.

F. CONSTRUCTION PHASING

PacifiCenter will be developed in phased increments (sequenced according to geography and land use type) and is anticipated to be completed by or before the year 2020. Development of the PacifiCenter project will respond to market demands. However, the project will be developed in accordance with a commercial infrastructure phasing plan that will provide commercial infrastructure in advance of market demand. Such infrastructure will include wet utilities (water, sewer, storm drainage), dry utilities (telephone, electricity, gas, cable), streets, traffic signals and signage, street lighting, sidewalks, and parkway landscaping.

The initial construction phases of PacifiCenter will focus on the development of housing, site infrastructure for the housing and commercial uses, and the development of commercial uses based on market demands. Later phases will involve further commercial

development. As indicated by the illustrative commercial infrastructure phasing plan provided in Figure 20 on page 146, in general, as residential development occurs within the northern portion of the site, basic infrastructure to support the commercial uses (office, R&D, light industrial, retail, hotel, aviation-related, and warehouse uses) will be developed within the site's southern portion. The initial development increment is expected to be concentrated within the northern and eastern portions of the Housing land use area. As part of this initial development increment, construction of certain perimeter landscape improvements such as the Lakewood Boulevard landscaping improvements would also be commenced in concert with the basic project infrastructure improvements. As part of the initial development increment, the residential park referred to as The Commons will also be constructed. The Civic Green will be constructed upon the earlier of: 1) issuance of a Certificate of Occupancy for units occupying at least 50 percent of the gross residential acreage net of open space and parks, or 2) issuance of a Certificate of Occupancy for at least 50 percent of the maximum units.

The 48-acre Boeing Enclave, in which a variety of aircraft production-related uses presently exist, is expected to remain operational during project construction for all or a portion of the development period until Boeing no longer has use for the Enclave in its current capacity. (As discussed above, the eventual demolition and remediation of the Boeing Enclave is governed by California Regional Water Quality Control Board Clean-up and Abatement Order 95-048, which is considered a related project for purposes of this Draft EIR. However, for purposes of conducting a comprehensive and conservative evaluation of the project's potential environmental impacts, continued operations and future demolition of structures within the Boeing Enclave are evaluated in relevant sections of this Draft EIR.) The Boeing Enclave is expected to be the last area of the project site to be developed. The alignment of A Street through the site will allow the continuation of Enclave activities. However, only that segment of B Street between Lakewood Boulevard and 2nd Street will be initially constructed so as not to impede existing operations; B Street will be completed after removal and redevelopment of the Boeing Enclave area.

Construction activities will occur between the hours of 7 A.M. to 7 P.M. Monday through Friday and 9 A.M. to 6 P.M. on Saturdays, in accordance with the City of Long Beach and City of Lakewood Municipal Codes. Within the City of Long Beach, construction will only be permitted on Sundays with the approval of a Sunday Work Permit. However, within the City of Lakewood, Sunday construction will be permitted between 9 A.M. and 7 P.M. Construction activities are expected to commence in 2004 and proceed intermittently, with completion possible by or before 2020.

COMMERCIAL INFRASTRUCTURE* PHASING

- Phase 1** Completed upon issuance of the 1st Certificate of Occupancy on the 1st residential unit developed.
- Phase 2** Completed upon the sooner of a) issuance of a Certificate of Occupancy for units occupying at least 50% of the gross residential acreage net of open space and parks, or b) issuance of a Certificate of Occupancy for at least 50% of the total allowable residential units.
- Phase 3** Completed within three years after completion of Phase 2 commercial infrastructure.
- Phase 4** Completed based upon Boeing's ceasing occupancy of the Enclave or at it's own discretion.

*Infrastructure includes wet utilities (water, sewer, storm drainage), dry utilities (telephone, electricity, gas, cable) streets, traffic signals and signage, street lighting, sidewalks and parkway landscaping.

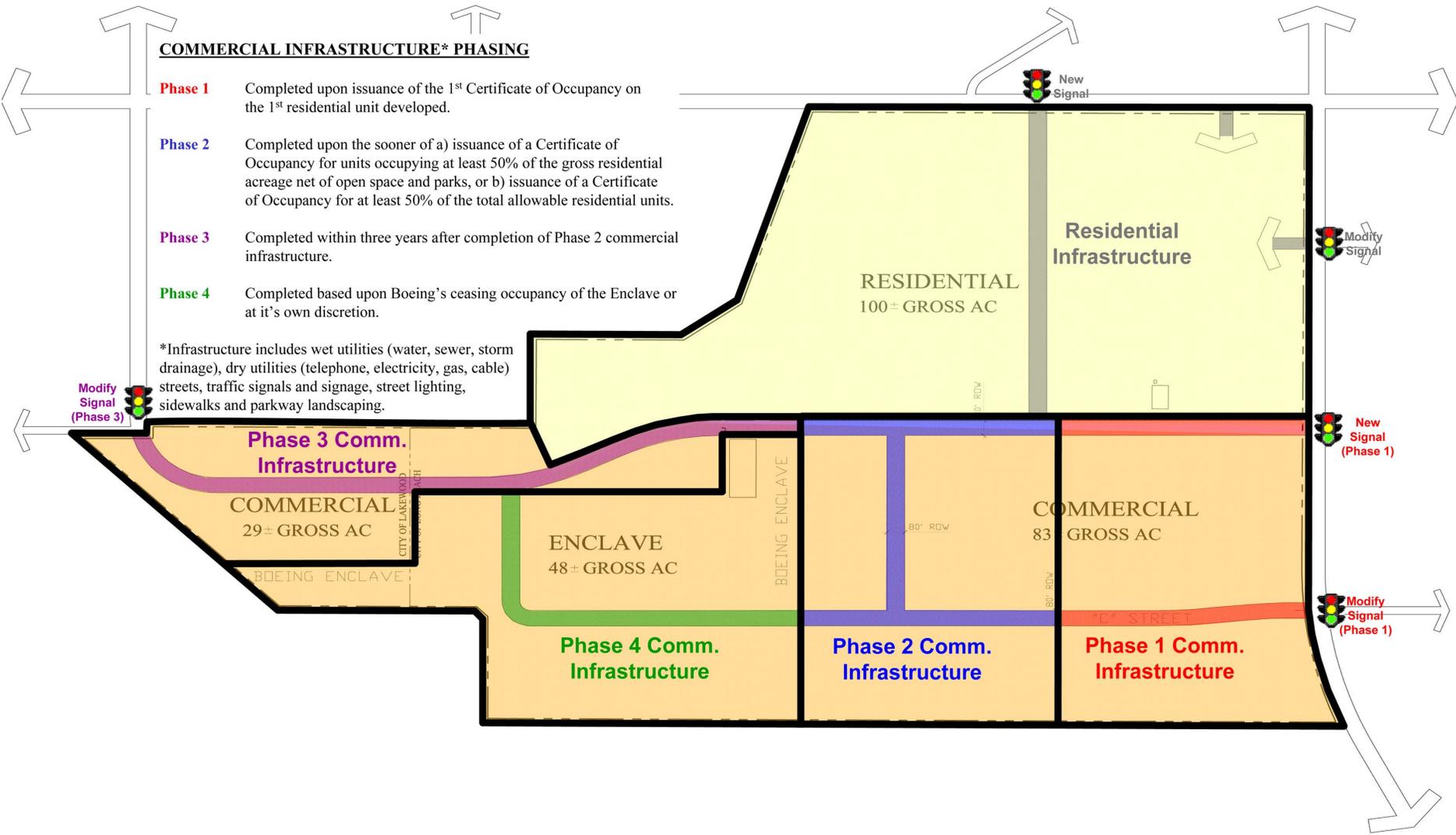


Figure 20
On-Site Commercial Infrastructure
Phasing Plan

Source: Boeing Realty Corporation, November 2003

G. INTENDED USES OF THE EIR

This Environmental Impact Report shall serve as the environmental document for the proposed actions associated with development of the PacifiCenter @ Long Beach project, pursuant to CEQA and the State CEQA Guidelines. The purpose of this Draft EIR is to assist the City of Long Beach, serving as the Lead Agency under CEQA, and the City of Lakewood, serving as a Responsible Agency under CEQA, in the decision-making process regarding the PacifiCenter @ Long Beach project. In accordance with CEQA (Public Resources Code, §21002.1), the intended uses of this Draft EIR are to identify the significant environmental impacts resulting from implementation of the proposed project, to indicate the manner in which these significant effects can be avoided or substantially lessened, and to identify alternatives to the proposed project. This Draft EIR is a Project EIR as defined by the State CEQA Guidelines (§15161).

A series of approvals, entitlements, and permits will be required for development of the proposed PacifiCenter @ Long Beach project from the City of Long Beach, the City of Lakewood, and various other public agencies. Such entitlements and permits may include the following:

- Certification of an Environmental Impact Report for the project as well as making Findings in accordance with CEQA Guidelines Section 15091, and adoption of a Mitigation Monitoring or Reporting Program in accordance with CEQA Guidelines Section 15097 and a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.
- General Plan text amendments to the Land Use Element to: (1) reflect the downturn in the aerospace industry and outdated facilities and allow a greater mix of uses within the Long Beach Airport Activity Center; (2) modify the policies for this Activity Center; (3) modify the associated map; and (4) clarify that residential uses may be allowed with industrial development in LUD No. 7 within the PacifiCenter Planned Development area.
- General Plan text amendments to the Transportation Element to modify the description regarding the Airport Activity Center to reflect the PacifiCenter project.
- General Plan text amendments to the Noise Element to modify maps regarding the Airport Adjacent Land Use and Industrial Land Use to reflect the PacifiCenter project.

- Amendments to the Long Beach Bicycle Master Plan to reflect the bicycle routes proposed by the project .
- Zone change to adopt a new Planned Development District (PD-32) that includes new zoning regulations and development standards for the proposed uses within the PacifiCenter site (to replace existing PD-19 regulations for the PacifiCenter property).
- Revisions to the existing PD-19 ordinance to remove reference to the PacifiCenter site from its boundaries.
- Zone change from CCA to PD-32 for the less than one-half acre parcel at the southwest corner of Carson Street and Lakewood Boulevard.
- Amendment to the General Plan land use designation of the southern portion of the site from LUD No. 12 to LUD No. 7.
- General Plan Amendment and zone change from LUD No. 7 (Mixed Use District) to LUD No. 11 (Open Space and Park District) and from PD-32 to P (Park), respectively, in association with the dedication of public park space, if necessary.
- Development Agreement (pursuant to Chapter 21.29 of the Long Beach Zoning Ordinance and Article 2.5, Chapter 4, Division I of Title 7 of the California Government Code).
- Vesting Tentative Tract Map and Final Tract Map(s).
- Approval of Design Guidelines.
- Construction of on- and off-site street improvements and other infrastructure as required as a condition of the Final Tract Map(s) and Development Agreement.
- Grading and building permits.
- Conditional Use Permit(s), if required for specific uses.
- Amendment to the City of Long Beach Noise Ordinance with regard to District 4 (Industrial) designation for the project site.
- Disposition of the less than one-half acre parcel located at the southwest corner of the Lakewood Boulevard and Carson Street intersection from the City of

Long Beach to Boeing Realty Corporation or other development entity. If disposition does not occur, this property may also be improved and zoned for public open space.

- Other approvals, if determined in the entitlement process to be required.

As discussed in more detail in Section V.H., Land Use and Planning, as the project is implemented, Site Plan Review will be required for individual projects prior to issuance of a building permit.

City of Lakewood

- Consideration of an Environmental Impact Report for the project as well as making Findings in accordance with CEQA Guidelines Section 15091, and adoption of a Mitigation Monitoring or Reporting Program in accordance with CEQA Guidelines Section 15097 (for those mitigation measures that apply to the environmental impacts of those parts of the project that the City of Lakewood decides to approve) and, if necessary, a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093.
- Vesting Tentative Tract Map and Final Tract Map(s).
- Construction of on- and off-site street improvements and other infrastructure as required as a condition of project approval.
- Grading and building permits.
- Conditional Use Permit(s), if required for specific uses.
- Other approvals, if determined in the entitlement process to be required.

As discussed in more detail in Section V.H., Land Use and Planning, review by the Lakewood Development Review Board will be required for future individual development projects on the 23-acre portion of the site within the City of Lakewood.

Other Agencies

Other permits or actions may be required from other agencies which may include, without limitation, the South Coast Air Quality Management District (SCAQMD), the California Public Utilities Commission (PUC), the California Department of Transportation,

the Regional Water Quality Control Board (RWQCB), Los Angeles County Flood Control District, Federal Aviation Administration (for filing of Form 7460-1, Notice of Proposed Construction or Alteration, with the appropriate regional FAA office for airspace review), and the Los Angeles County Airport Land Use Commission (for a consistency determination with the Los Angeles County Airport Land Use Plan).